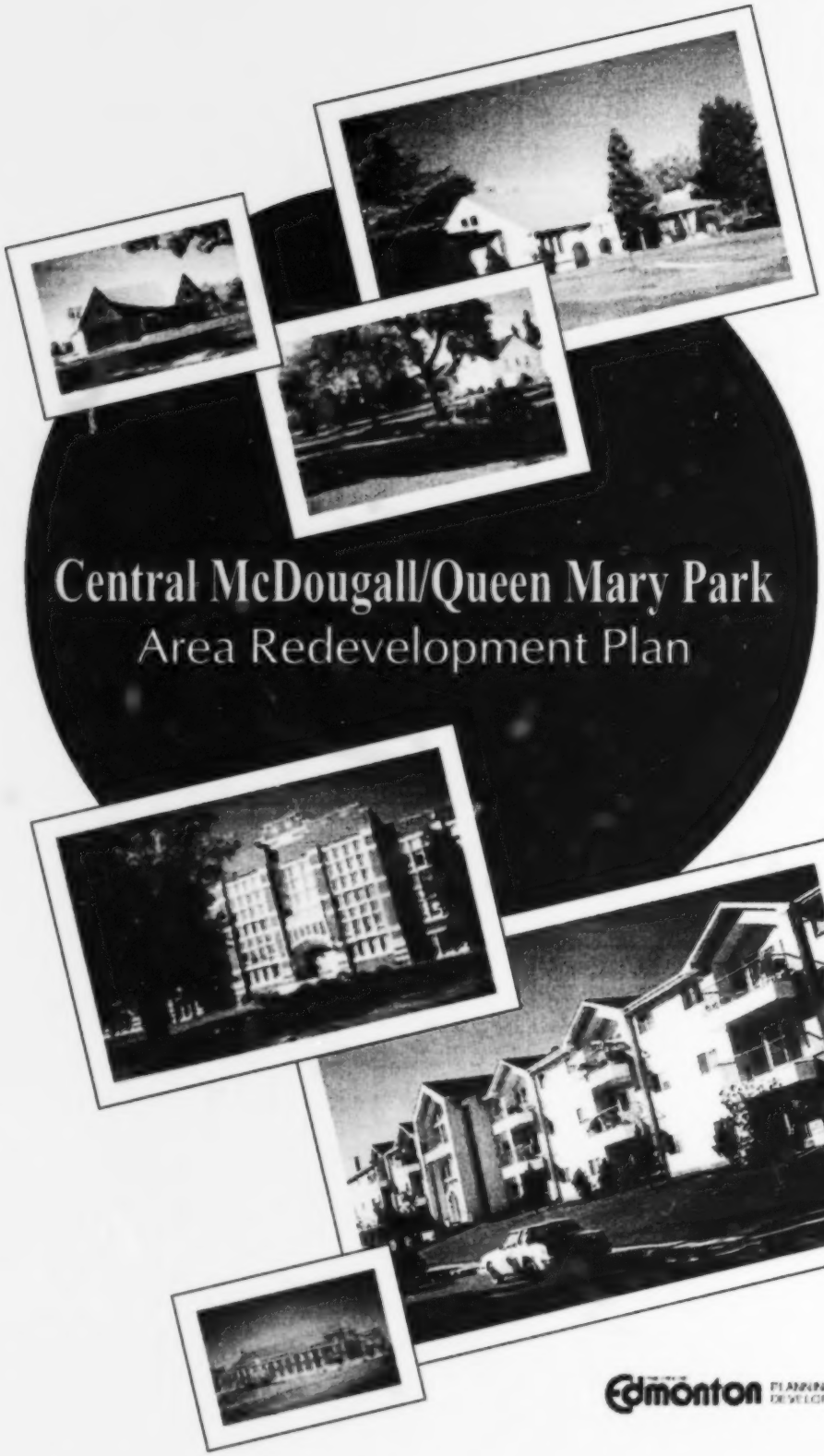

Central McDougall/Queen Mary Park
Area Redevelopment Plan

Edmonton PLANNING AND DEVELOPMENT

Central McDougall/Queen Mary Park

Area Redevelopment Plan

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February, 1998

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INTRODUCTION

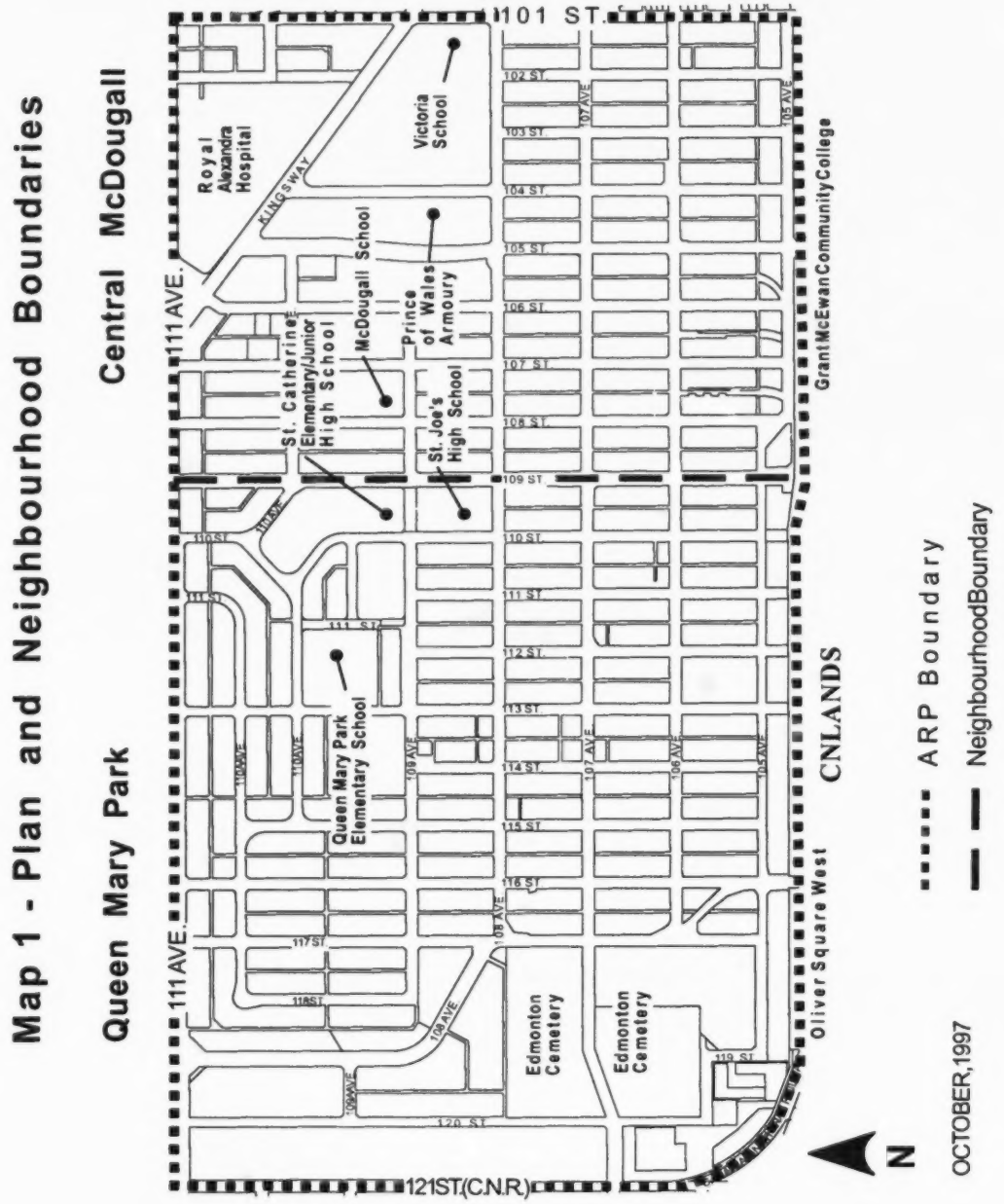
"Sometimes we are so committed to what we are, that we fail to see what we can become."

This is the new Central McDougall/Queen Mary Park Area Redevelopment Plan. This document replaces both the 1982 Area Redevelopment Plan for Central McDougall and the 1985 Plan for Queen Mary Park.

The challenging task of preparing the Plan began two years ago in November 1995. A committee made up of a broad cross-section of residents, business people and other stakeholders in the two communities began meeting on a regular basis to consider, and often make difficult choices, on future directions for Central McDougall and Queen Mary Park.

The Plan reflects a shared vision for the future of these two neighbourhoods. This vision sets directions for the next ten years, and will help guide City decisions regarding land use and development issues and the provision of civic services. It also serves as a focus for community actions. The ultimate success of the Plan will depend, in large part, on the leadership and volunteer resources in each community and their ability, and willingness, to initiate action on the priority areas they have identified.

Map #1 shows the Area Redevelopment Plan and Neighbourhood Boundaries.



THE PLANNING PROCESS

The following outlines the history of the planning process leading up to, and including, the preparation of this Plan.

May 26, 1992 Council approves Terms of Reference for the Plan review. However, this review is delayed for 2.5 years to resolve issues around the development of the Prince of Wales Armoury site, the closure of 105 Street through the Armoury site and north LRT options.

November 30, 1993 Council approves Community Objectives for the Armoury site, prepared over the previous year by a committee of stakeholders in Central McDougall.

October 4, 1994 Council approves recommendations on north LRT options through Central McDougall.

February 13, 1995 Council approves the closure of 105 Street between 108 Avenue and 110 Avenue.

June, 1995 Community redirects its attentions to the preparation of an Area Redevelopment Plan for Central McDougall and Queen Mary Park.

November 1995 First Meeting of the Community Planning Committee (CPC).

December 1995 Committee approves Terms of Reference for the Area Redevelopment Plans Review.

March 1996 Community Worker hired and Community Planning Office opened.

March 1996 *Workshop #1: Committee Organization.* Committee members develop guidelines on how the committee will operate.

April 1996 *Workshop #2: Project Design (Planning Process / Schedule).* Committee members agree on a planning process and tentative timeframe for the review.

May 1996 *Workshop #3: Project Design (Public Participation).* Ways to involve renters and ethnic groups in the plan review are discussed.

May-June 1996 *Workshops #4 and 5: Neighbourhood Information.* Information on the history, development patterns and local resources in each neighbourhood are provided by various local "experts" and City staff.

June-August 1996	Community worker prepares Community Resources Directory which identifies formal and informal organizations in each community and the services they provide. Industrial Businesses are surveyed.
October 1996	*Workshop #6: Vision.* Committee formulates a collective vision and new directions for the future for the two neighbourhoods. Other interested stakeholders are also invited to participate.
February 1997	*Workshop #7: Developing Action Plans.* Ways to move from the vision to reality are identified and the actions are priorized. A separate session for New Canadians is held, with interpreters available.
April 1997	Meeting for Residential Property- Owners (RA7 and RA7*) in Central McDougall. Proposed residential zoning changes are discussed.
May 1997	Meeting for Industrial Property-Owners in Central McDougall and in Queen Mary Park. Proposed changes to industrial zoning are discussed.
June-September 1997	Preparation of Draft Plan.
October - November 1996	Committee Review of Draft Plan. The draft plan is also circulated to various City Departments for review.
November - December 1997	An open house is held in Central McDougall and in Queen Mary Park to obtain community input to the proposed plan.
January 1998	Plan goes to City Council for Public Hearing and Approval.

PUBLIC PARTICIPATION

This plan was prepared under the direction of a Community Planning Committee made up of various stakeholder groups in Central McDougall and Queen Mary Park. The membership of the committee included:

Residents

- Central McDougall Community League
- Queen Mary Park Community League
- Homeowners/Tenants

Ethnic Groups

- Immigrant Neighbourhoods Planning Group
- Association of Professionals and Entrepreneurs from Vietnam
- Polish Heritage Society

Businesses

- Avenue of Nations Business Association
- Industrial Property-owner

Local Organizations

- Mennonite Centre for Newcomers
- Catholic Social Services
- Capital Health Authority
- Boyle Street Community Services Co-Op
- Integra Housing Co-Op
- Dnipro Seniors Lodge

Schools

- McDougall Elementary/Junior High School
- St. Catherine Elementary/Junior High School
- St. Joe's High School
- Victoria School
- Grant MacEwan Community College

Churches

- Central Pentecostal Tabernacle
- St. John's Ukrainian Orthodox Cathedral

Input from the committee has been supplemented by a survey of industrial businesses, meetings for residential and industrial property-owners and open houses for the general public.

A community planning office was opened on 107 Avenue and staffed by a community worker, selected by, and reporting to, the committee. The main task of the community worker was to include traditionally hard-to-reach groups, such as new immigrants and renters, in the planning process. While every effort was made to do so, this proved to be a challenging task and met with mixed success.

Resource people from other City Departments have also been involved in the preparation of this plan providing ideas, information and critical analysis of recommendations. They include representatives from the:

- Transportation and Streets Department
- Parks and Recreation Section of the Community Services Department
- Community and Family Services Section of the Community Services Department
- Police Services Department.

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"At 2 p.m., the first 1,500 persons were each given the right to buy four lots. Many of the holders were able to sell their rights for a profit on the spot. They were probably the only ones who really made money out of Edmonton's famous 1912 land sale."

Edmonton Journal, May 14, 1962

THE NEIGHBOURHOODS

CENTRAL McDOUGALL

Central McDougall is one of the oldest neighbourhoods in Edmonton. It is named after John A. McDougall, a prominent Edmonton pioneer who opened one of the City's first stores, and later served as Mayor and Liberal member of the Provincial legislature.

Central McDougall is part of the original landholdings formerly owned by the Hudson's Bay Company. In 1870, the Hudson's Bay was given 1000 acres of land stretching north of the river valley to 118 Avenue, between 101 and 121 Streets, in exchange for building a trading fort in Edmonton.

In 1912, the Hudson's Bay put its land holdings up for sale. This was one of the biggest and most exciting sale of lots in Edmonton's history. Two thousand people waited in line through the night. Land around Kingsway Avenue in Central McDougall was some of the most sought after property during this boom.

In 1923, the Central Community League, as it was then known, was formed. It was one of the first community leagues in the City. In its early days, the primary focus of the League was on beautifying the area and improving local roads. Its motto was *"Better streets, more beautiful gardens and boulevards"*. The League was successful in lobbying the City to pave Nelson Avenue, today known as 107 Avenue, and to build sidewalks, erect traffic signs, and create a boulevard along 105 Street.

In 1928, the Hudson's Bay Company applied a caveat to its unsold lots, restricting development to single family homes. This was reinforced in 1933, when the first City zoning was applied to Central McDougall. Most of the neighbourhood was zoned as "low density residential".

Despite the initial flurry of real estate activity and enthusiasm, residential development in Central McDougall proceeded quite slowly through the Depression up to the end of World War II. Development then gathered momentum in the 1950's to meet the pent-up postwar demand for housing.

The 1960's introduced an era of rapid change in Central McDougall. In 1962, the City rezoned the area between 108 and 111 Avenue for low rise apartments. Two years later, the area between 106 and 108 Avenue was rezoned for medium rise apartments. Many of the single family homes south of 108 Avenue were demolished during this decade to make way for walk-up apartments. This attracted a younger clientele who rented, were more transient, and had less of a stake in the neighbourhood.

By 1968, the Community League was in serious trouble. It was dissolved that year because of the increasing difficulty in attracting volunteers and sustaining League interest and membership. For the next eight years, Central McDougall did not have a Community League. It was finally re-established in 1976, after much effort by a group of dedicated individuals. The initial objective of the new League was to set up a job counselling and social service referral agency, continuing its earlier tradition of civic action.

During the 1970's, the Community League and residents were also busy fighting the removal of the Hudson's Bay caveat on properties north of 108 Avenue, where there was significant pressure for apartment redevelopment. They were successful in numerous court cases. The most famous was in 1979 against an apartment building owned by Tornado Developments. Although the community won the right to have the apartment torn down, they opted to work out a compromise with the developer instead.

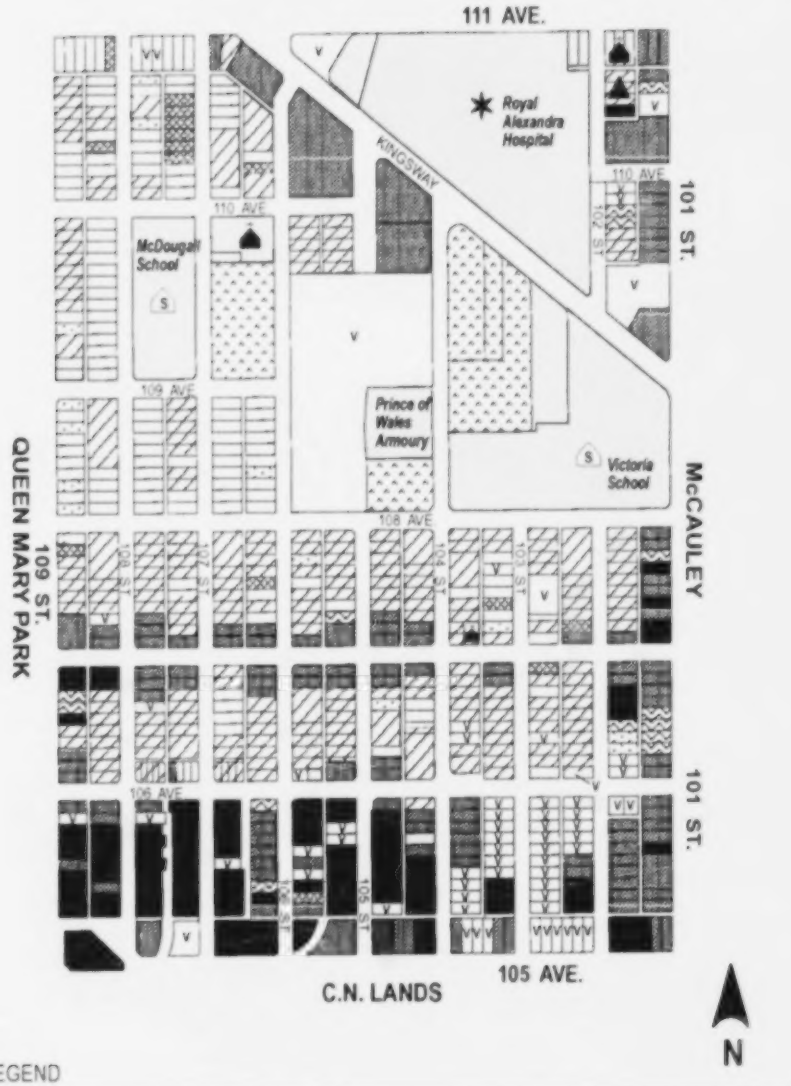
In 1982, City Council approved a new Area Redevelopment Plan for Central McDougall. This Plan, which was prepared during the oil boom, provided for the expansion of high-rise, high density commercial development from the downtown into the southernmost part of the neighbourhood. The northern part of the neighbourhood was rezoned for a special type of low-rise apartment development, where 25% of the units had to have two or more bedrooms, as well as their own private entrance and yard. It was intended to be more family-oriented than a traditional apartment.

In recent years, Central McDougall has attracted a large number of immigrant families, which is reflected in the student population of McDougall School, where most students are now predominantly Asian.

Map #2, on the next page, shows the Existing Land Use in Central McDougall.

> *"Residents say the strongest protection provided by the court rulings (to not remove the caveat) has been to scare off mortgage companies who might lend money for new apartment projects."*
>
> Edmonton Journal,
> February 7, 1980

Map 2 – Central McDougall - Existing Land Use

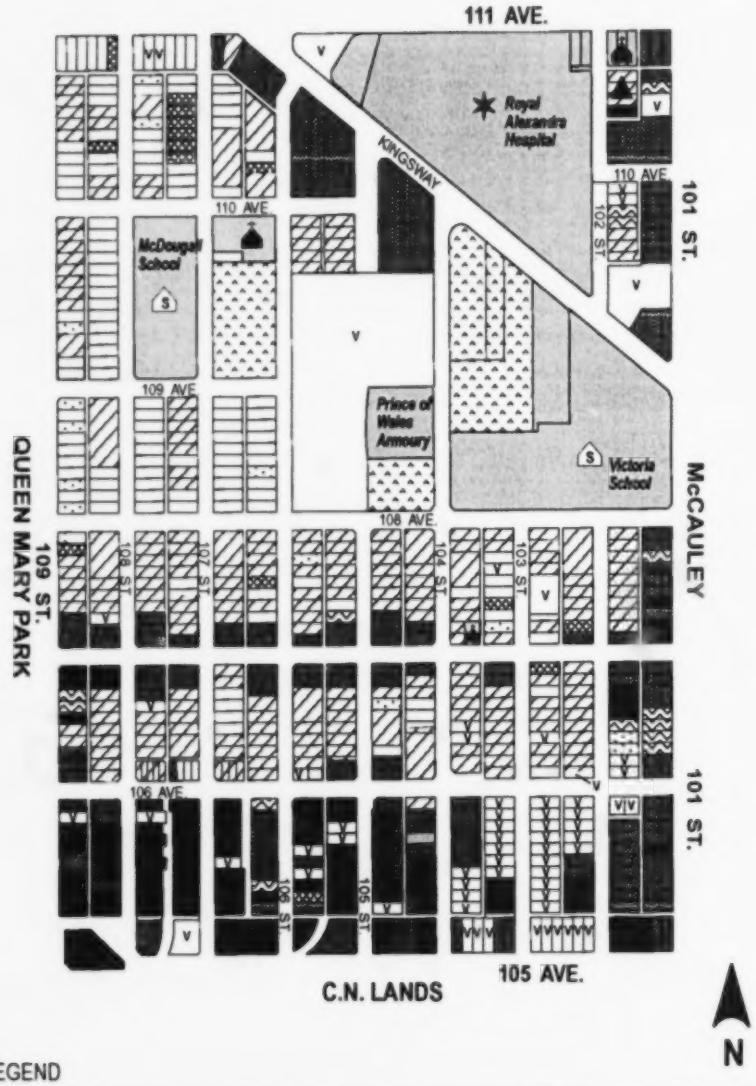


LEGEND

One Unit Dwelling		Other Residential		Institutional Uses	
Two Unit Dwelling		Commercial		School	S
Multi Unit Dwelling		Industrial/Utilities		Religious Assembly	
Apartment		Transportation		Hospital	
High Rise Apartment		Open Space/Recreation		Vacant/Undeveloped	V

OCTOBER, 1997

Map 2 – Central McDougall - Existing Land Use



LEGEND

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Two Unit Dwelling	Commercial	School	
Multi Unit Dwelling	Industrial/Utilities	Religious Assembly	
Apartment	Transportation	Hospital	
High Rise Apartment	Open Space/Recreation	V	Vacant/Undeveloped

OCTOBER, 1997

A Colorful Past

Central McDougall contains many buildings of historical significance to Edmonton. These include:

- **McDougall School**, built in 1913, and one of the area's more colorful landmarks. History was made in 1914 when Kate Chegwin was appointed its principal, the first female principal of a large urban school in Alberta. This was considered an audacious act at the time and had the City fathers knitting their brows in consternation. The school's third floor gymnasium was also where the world's greatest women's basketball team, the Edmonton Grads, held their practices.
- **Edmonton High School** (1910), renamed **Victoria High** in 1913, and considered a *"crowning showpiece"*, according to newspaper headlines of the time. It was rebuilt in 1948 to accommodate the school's ever growing population. When it re-opened, the school was widely regarded as one of Canada's most complete teaching institutions. It offered vocational and academic programs, night school courses and had a stunning new 750 seat auditorium/theatre.

  Today, Victoria School is a well respected fine arts school drawing students from all over the City.
- **MacDonald Building** (1913/14), considered one of the most attractively designed of Edmonton's warehouses and serving as a major food distribution centre to the residents of the City in the early 1900's.
- **Prince of Wales Armoury Building** (1915), designated a provincial historic resource in 1979, and first known as the Edmonton Drill Hall. Built in traditional military fortress style with corner towers and turrets, it has housed a number of regiments over the years. Recently, it was extensively refurbished and has a new lease on life as the City Archives.
- **St. Josaphat's Cathedral** (1943), among Alberta's youngest historic buildings, it is considered Alberta's best example of the Prairie Cathedral architectural style. Frescoes painted inside the Church show parishioners who were used as models for the saints and prophet. Hitler, Lenin, Stalin and Khruschev are depicted in Hell, in the artist's rendition of Judgment Day.

Map #3, on the next page, shows Historic Buildings and Sites in Central McDougall and Queen Mary Park.

> *"No other professional team has ever come close to the world records established by that amateur team (the Edmonton Grads). From 1919 to 1943, under the leadership of their coach, Percy Page, they went on to win 18 years of national championships, 17 years of international championships, 516 of 540 games played over 25 years, and the winning of all 51 Olympic exhibition games from 1924 to 1936."*
>
> Edmonton Journal, February 13, 1987

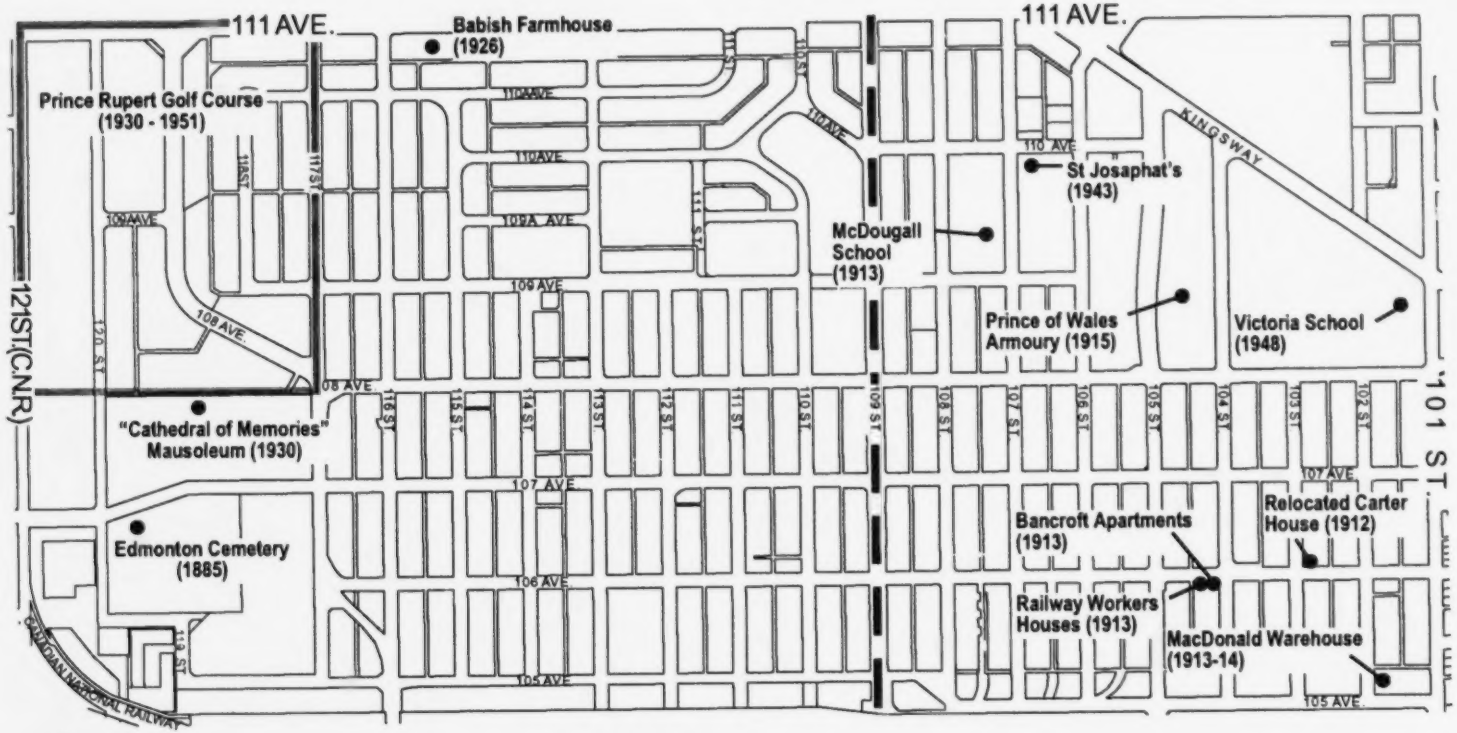
. . . a sort of rock to the community - a unifying, stable force.

Early description of McDougall School

Map 3 – Historic Buildings and Sites

Queen Mary Park

Central McDougall



OCTOBER,1997

QUEEN MARY PARK

Queen Mary Park is named after Queen Mary, who reigned with King George V in the early 1900's. The neighbourhood, like Central McDougall, is part of the old Hudson's Bay Reserve.

In 1885, a group of businessmen bought 40 acres from the Hudson's Bay at 107 Avenue and 118 Street, and established the Edmonton Cemetery. Many men who subsequently left their names on the City's landmarks, schools, and roads - Malcolm Groat, William Griesbach, Alexander Taylor - are buried here. A "Field of Honor" at the cemetery also holds over 600 veterans of the Boer War and World Wars I and II. The City purchased the cemetery in 1964. Joseph Babish established a farming operation in the northern part of Queen Mary Park in 1922. He ceased farming in 1932, but the original farmhouse still stands on 111 Avenue near 115 Street.

"The (Babish) dwelling consists of ten rooms and full size basement. City water is obtained from the water wagon, and well water is used for the stock. This property is not served with sewer. There is stabling on the lot for six horses and four cows. Thirty hogs are kept on the Hudson's Bay lot some distance from the house."

Correspondence from the City Health Department, November 1929

In 1929, the Hudson's Bay Company began clearing the land south of 111 Avenue between 109 Street and 116 Street as part of its efforts to *"improve the amenity of the whole of the district"*.

The Hudson's Bay Company developed a significant portion of its lands in Queen Mary Park for an 18 hole golf course. The Prince Rupert Golf Course opened in 1930 and a clubhouse was added in 1940. The golf course stretched from 117 Street to 121 Street and from 108 Avenue to 113 Avenue.

The Prince Rupert Golf Course did not survive the post-war boom. The course closed in 1951 and the land was subdivided for residential lots. Land along the CNR tracks was developed for industrial uses.

Queen Mary Park represents a new approach to neighbourhood planning and design. Noel Dant, the City's town planner, described the new subdivision as *"a neighbourhood unit with a small shopping centre, an elementary school, recreational facilities, and a certain proportion of apartments... The subdivision is a departure from Edmonton's traditional grid system of streets. One of the main objectives is to route traffic around, rather than through, the neighbourhood."*

In 1952, the Queen Mary Park Community League was formed. In its first few years of operation, the League had an impressive track record, building a rink, buying the former golf course clubhouse to use as a community centre, and paying off its $5,000 debt on the hall to the City six years later.

Membership in the League soared from 125 families in 1953 to 1,300 families by the end of the 1950's. A wide range of events was offered, from box socials, talent shows, and dances, to ice carnivals and Christmas parties, which often attracted crowds of 500 kids.

In the 1960's, the City zoned the area between 107 Avenue and 109

> *"The Queen Mary Park community has a grand bunch of workers. If they had not given us their wholehearted support, the mortgage on the hall would not have been repaid so soon."*
>
> J.M. Wilson, President of the League 1958

Avenue "General Residential" (R4), for low rise apartments. The area between 106 Avenue and 107 Avenue was classified "Medium Density Residential" (R5), allowing medium rise apartments. By the 1970's, this part of Queen Mary Park began to be redeveloped with walk-up apartments. The redevelopment pressures increased during the oil boom of the early 1980's.

As single family houses were torn down and replaced with apartment buildings, the neighbourhood changed. Families moved out and in their place, an influx of young, single renters moved in.

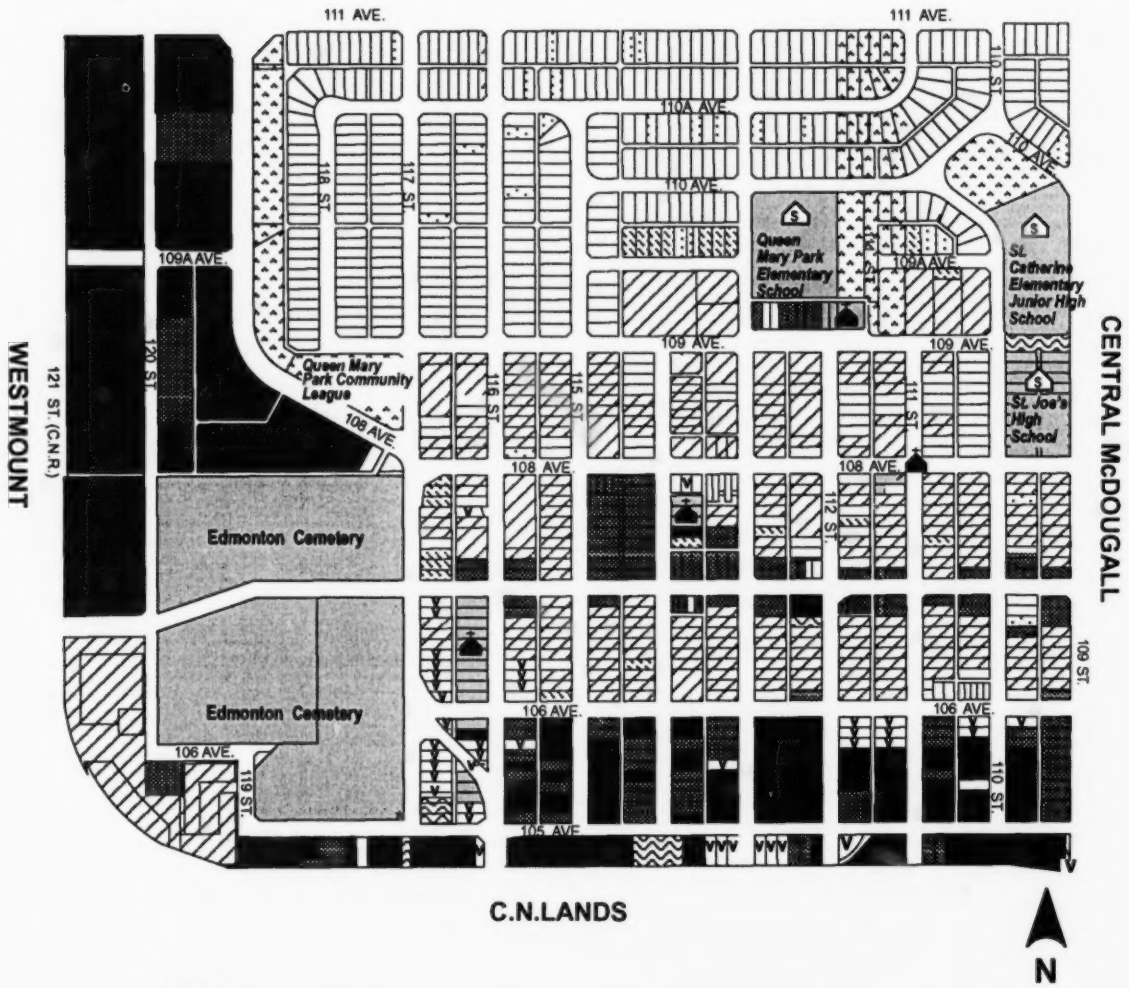
By the early 1970's the future of the Community League was in serious trouble. Concerned members investigated various amalgamation options, first with the Prince Rupert Community League and again, in 1975, with Central McDougall and Prince Rupert to form a large Airway Park Community League. Both amalgamation proposals failed. Residents then resigned themselves to rebuilding the organization on their own. While they have met with considerable success, the early days of the 1950's have never been recaptured.

In 1985, Council approved an Area Redevelopment Plan for Queen Mary Park. This Plan basically reaffirmed the prevailing land uses. There has been little change in the neighbourhood in the ensuing years, with the exception of the redevelopment of the former Dominion Bridge site south of 107 Avenue for The Pointe and Glenora Court condominium apartment projects, built in 1993 and 1994 respectively.

Recently, the Community League raised funds for, and built, a new community hall, with the volunteer efforts of league members. The original hall had been badly damaged in a fire. The new hall officially opened in 1997 and has been in active use since. A new children's playground has also recently been built on the grounds of Queen Mary Park Elementary School, again through the volunteer efforts of league members.

Map #4 shows Existing Land Use in Queen Mary Park.

Map 4 – Queen Mary Park - Existing Land Use

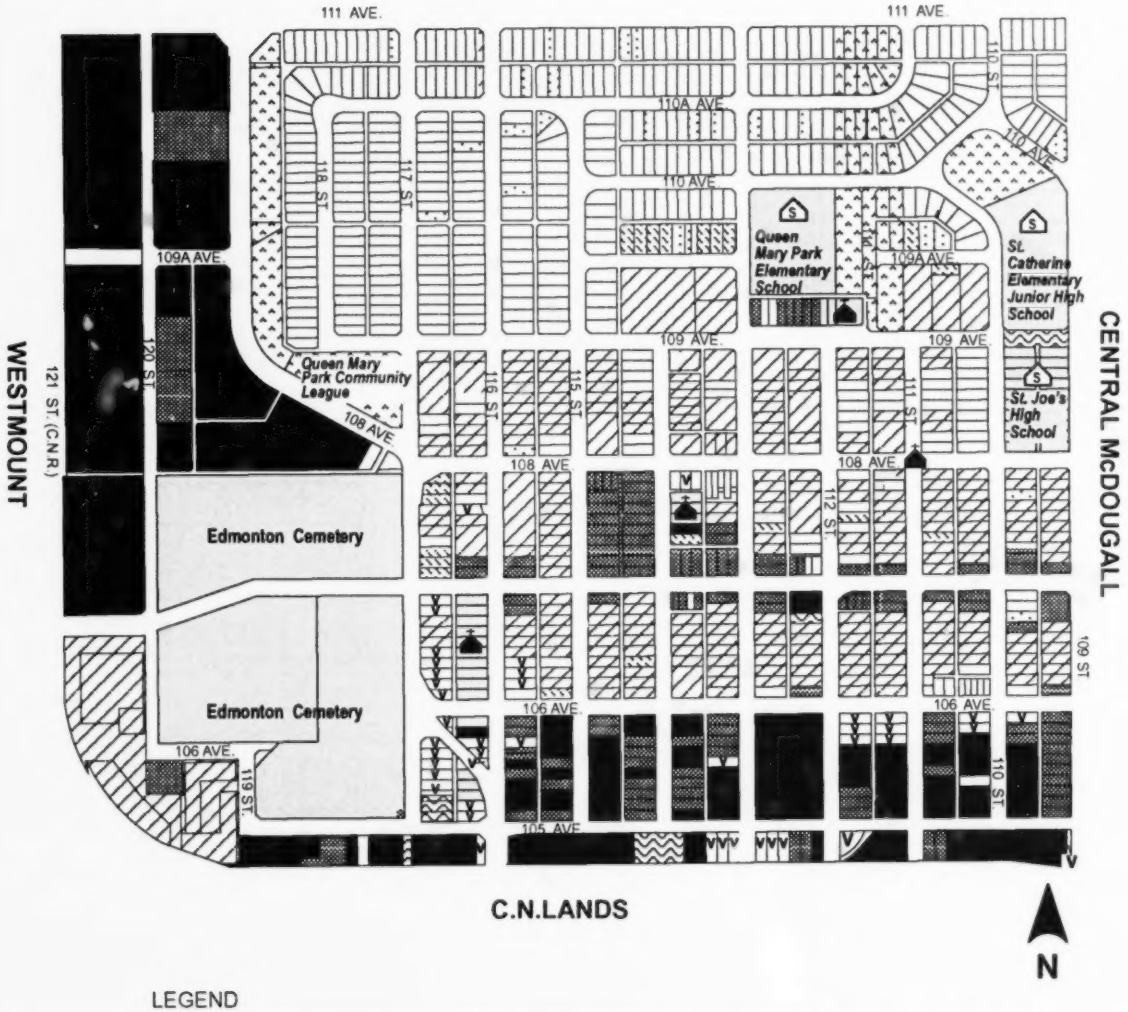


LEGEND

One Unit Dwelling	Other Residential	Institutional Uses
Two Unit Dwelling	Commercial	School
Multi Unit Dwelling	Industrial/Utilities	Religious Assembly
Apartment	Transportation	Hospital
	Open Space/Recreation	V Vacant/Undeveloped

OCTOBER, 1997

Map 4 – Queen Mary Park - Existing Land Use



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One Unit Dwelling	Other Residential	Institutional Uses	
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Apartment	Transportation		Hospital
	Open Space/Recreation	V	Vacant/Undeveloped

OCTOBER, 1997

NEIGHBOURHOOD ASSETS

> *"You can walk to a lot of things."*
>
> Student, McDougall School

A one day "Vision Workshop", held on Saturday, October 5, 1996, brought together a broad cross-section of people who live and work in Central McDougall and Queen Mary Park. They spent the day in spirited discussions over the kind of neighbourhoods they want to become over the next ten years.

As part of the exercise in developing a Neighbourhood Vision, the assets and the problems in each neighbourhood were first identified.

The following is a summary of the assets of Central McDougall and Queen Mary Park. These assets represent existing strengths, resources and facilities in each neighbourhood.

Central Location

- proximity to an excellent variety of downtown and regional shopping, entertainment and professional services with good access routes and public transportation

Availability of Community Services

- wide range of social service and immigrant-serving agencies
- Avenue of Nations Business Association representing businesses along 107 Avenue
- well served by churches, schools, hospitals and health clinics

Established Neighbourhoods with Heritage

- heritage buildings and history dating back to the turn of the century
- mature landscaping, boulevards with trees
- pedestrian-friendly atmosphere

Cultural Diversity

- many cultures living together making for interesting, lively and heterogeneous neighbourhoods

Affordable Housing

- low rents, availability of rental units
- affordable houses

Development Opportunities

"The land on the Prince of Wales Armoury has a lot of development potential. We should be very careful we don't squander this opportunity."

Parent Council of McDougall School

- availability of vacant land
- larger lots which make infill easier
- commercial space reasonable and plentiful
- infrastructure already in place

Good Schools

- excellent proximity to an impressive range of educational institutions including local schools, city-wide fine arts program at Victoria School, self-directed learning program at St. Joe's High School and new Grant MacEwan campus, and nearby NAIT facility

NEIGHBOURHOOD PROBLEMS

The following problems in each neighbourhood were also discussed at the Vision workshop. While not insurmountable, these problems do represent roadblocks to achieving the neighbourhood vision that was identified, and will require some innovative and new approaches to overcome them.

> *"Lets show some community spirit; don't leave it to someone else because there is no one else."*
>
> Comment from Community League Executive

Lack of Community

- lack of community spirit
- a large number of young, single renters, who are more transient, as well as New Canadians with cultural and linguistic barriers, making it difficult to get community involvement
- no effective communication network

Absentee Landlords

"Get rid of the slum landlords who do not maintain the property...creates unhealthy living conditions for people in the area." *Resident*

- run down and neglected properties

Vacant Buildings/Land

- high residential and commercial vacancies
- unsightly vacant land

Undesirable Businesses

- a number of arcades, casinos, liquor stores and bars, especially along 107 Avenue

Negative Image

"The usual question when people phone for a rental inquiry is, "How safe is the neighbourhood?"

Apartment Manager

- perception of high crime and unsafe streets by both residents and people living outside the area

Traffic

- shortcutting traffic through residential areas
- overspill parking by students and nearby businesses

Social Problems

- high unemployment, lower incomes, high incidence of social problems

Cultural Barriers

"Tensions between ethnic groups, natives, Chinese, Vietnamese and others with the 'mainstream' people is a concern in the community. People have to respect different people's lifestyle, culture, etc."

Resident

- tension between established residents and recent immigrants
- language barriers and cultural differences

"If you don't know where you are going, any road will take you there."

NEIGHBOURHOOD VISION

The vision residents have identified for their communities is a central feature of this Plan. It provides a "snapshot" of the future and forms the basis of any strategies for action, thus playing a key role in shaping and defining Central McDougall and Queen Mary Park over the next few years.

The communities of Central McDougall and Queen Mary Park, building on a proud past, will:

- **be liveable and dynamic communities that value and preserve our strengths, building on our history, diverse cultures, vibrant arts community, and excellent educational institutions**
- **ensure a well-balanced blend of attractive housing for families of all types, in which both renters and owners take pride**
- **promote a lively and prosperous business area that attracts clientele throughout the City, drawn to our success as a unique shopping and dining destination**
- **ensure our streets are safe and project a positive image of our communities as secure and attractive places to live, operate a business and raise a family**
- **build strong community spirit and pride, with residents and businesses working together to provide a clean, secure and comfortable environment**
- **provide a wide variety of recreational activities for seniors and young people, with well used and accessible parks.**

OVERALL PLAN CONCEPT

This plan proposes a series of actions to move from the vision to reality and, in the process, make the neighbourhoods of Central McDougall and Queen Mary Park safe, attractive and livable communities. Each action builds on others, with each contributing to the overall success of the plan.

The overall plan concept is summarized below.

HOUSING

- Maintain existing single family housing in Queen Mary Park;
- Rezone to protect remaining single family housing in Central McDougall;
- Construct new family-oriented housing on the Prince of Wales Armoury site;
- Support opportunities for new medium density housing in the industrial area in Queen Mary Park; and,
- Improve management and maintenance of rental properties.

CRIME AND SAFETY

- Increase community involvement in crime control;
- Increase public awareness of crime prevention strategies and personal safety;
- Work more closely with the police to identify and resolve local concerns and share information; and,
- Improve the security of buildings and problem areas through the application of Crime Prevention Through Environmental Design (CPTED) principles and safety audits.

OVERALL PLAN CONCEPT cont'd.

COMMUNITY DEVELOPMENT AND SERVICES

- Instill a sense of community pride through community events that promote the heritage and cultural diversity of each neighbourhood;
- Create an information and referral centre to simplify access to, and awareness of, the services available to residents; and,
- Share information on resources, community events, activities and employment opportunities among local groups and coordinate the provision of services provided by community organizations.

PARKS AND RECREATION

- Rebuild Central McDougall Community League Hall as a "community gathering place";
- Acquire two small parks south of 107 Avenue, in Central McDougall and Queen Mary Park with private funding;
- Develop municipal reserve park land on former CN Lands in accordance with the Oliver Area Redevelopment Plan to address a shortage of neighbourhood park space south of 107 Avenue; and,
- Develop partnerships between the Community Services Department and local schools, Grant MacEwan Community College and Central Lions Seniors Recreation Centre to provide recreation programs.

INDUSTRIAL LANDS

- Expand range of uses in the industrial area between 105 Avenue and 106 Avenue to include light industrial as well as commercial office and general business uses; and,
- Support future applications for medium density residential development in the industrial area in Queen Mary Park, south of 105 Avenue.

OVERALL PLAN CONCEPT cont'd.

107 AVENUE BUSINESS DEVELOPMENT

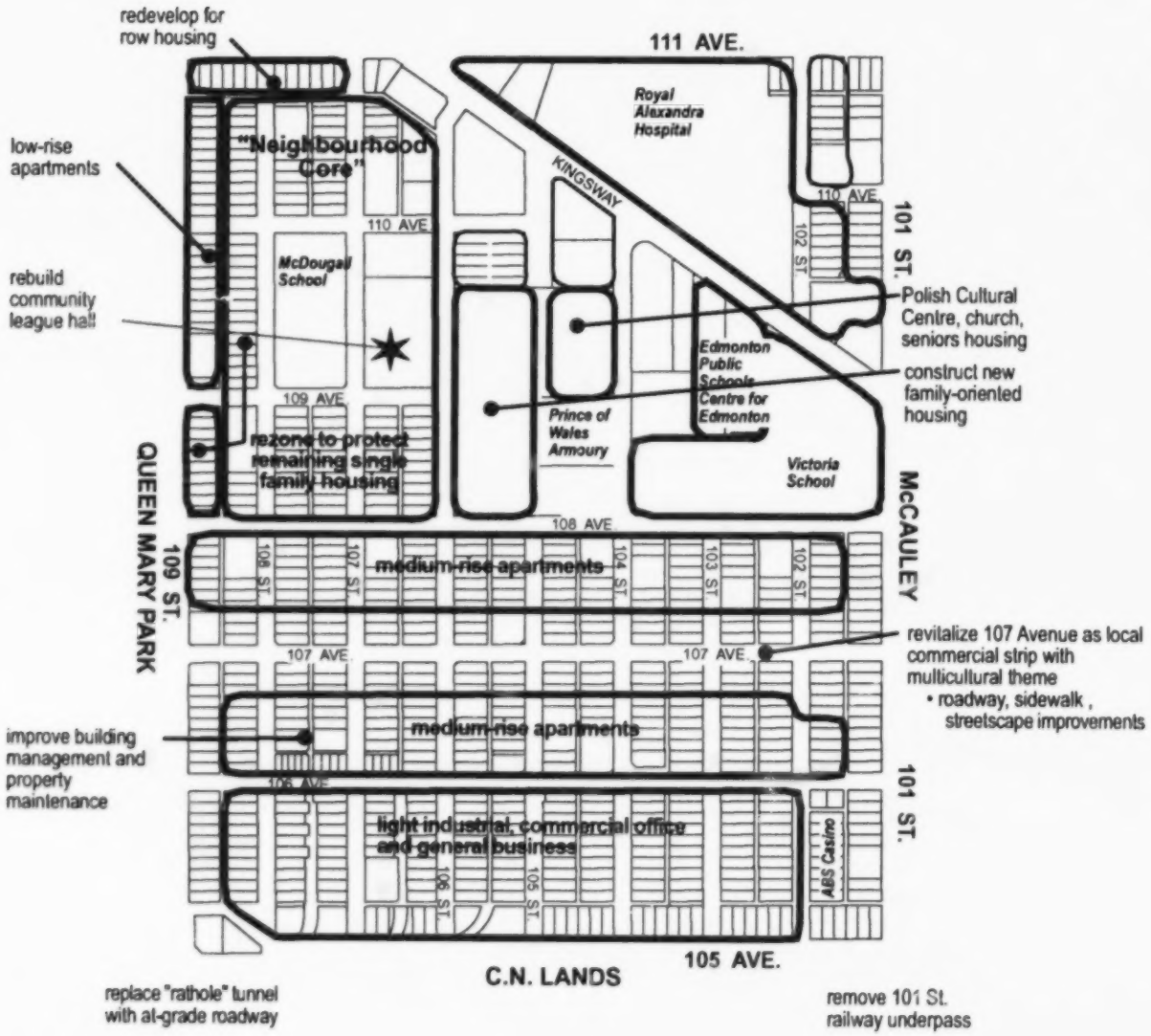
- Revitalize 107 Avenue as a local pedestrian-oriented commercial strip and city-wide destination with a multicultural theme;
- Prepare business development plan and marketing strategies for 107 Avenue;
- Undertake streetscape improvements to 107 Avenue;
- Improve lighting, safety and security, and cleanliness along 107 Avenue.

TRANSPORTATION

- Implement traffic and parking management plans for Central McDougall and Queen Mary Park to address traffic shortcutting, speeding, and on-street parking problems;
- Improve north-south access to neighbourhoods by:
  - replacing the 109 Street tunnel and 101 Street overpass with at grade roadways;
  - extending 113 Street across the CN Lands to 112 Street at 104 Avenue;
  - developing additional pedestrian connections;
- Implement bicycle path network.

Maps #5 and #6 show the Overall Plan Concept for Central McDougall and Queen Mary Park.

Map 5 – Central McDougall - Overall Plan Concept



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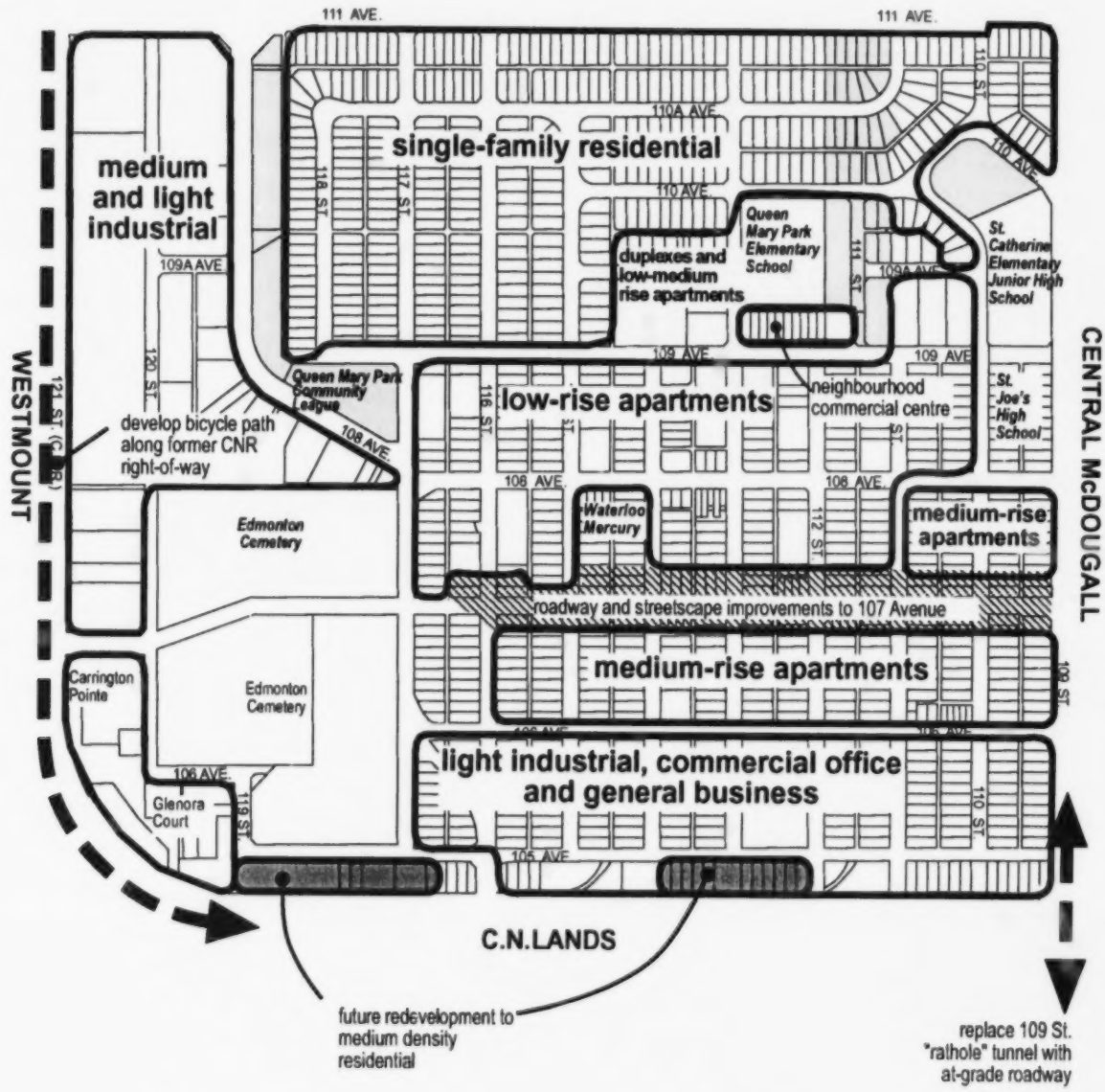
Map 6 – Queen Mary Park - Overall Land Use Concept



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HOUSING

THE VISION

- *Attractive low and medium density housing options for families*
- *New housing for families and seniors on the Prince of Wales Armoury site*
- *Boulevards and trees are preserved*
- *Renters and owners take pride in maintaining their property*

THE REALITY - Central McDougall

In the 1960's, the original single family zoning in Central McDougall was changed to higher density apartment zoning in response to intense development pressures. As a result, there is no zoning that encourages families to move in.

The area north of 108 Avenue is designated an RA7 or RA7* (Low Rise Apartment) zone. While both zones allow buildings up to four storeys high, the RA7* zone has extra conditions attached to it: 25% of the units must have two or more bedrooms, their own yard and a private entrance to the suite from the outside. This was intended as a compromise solution to provide more family-oriented housing, albeit at a higher density.

Few apartments have been built in the RA7* zone since it was introduced in the 1982 Central McDougall Plan. In all likelihood, the original single family homes in this area were saved by the Hudson's Bay Caveat. The Caveat, registered in 1928 by the Hudson's Bay Company, and still in force today, stipulates that only single family homes can be built on these lots. There was concern at the time that speculation would attract higher density uses. In the 1970's, the community successfully fought several developers who brought forward proposals for higher density housing. In one landmark ruling, residents won the right to have an apartment torn down, but worked out a compromise with the developer instead.

To the south, the area between 106 and 108 Avenues is an RA8 (Medium Rise Apartment) zone, which allows apartments up to six storeys high. The Caveat was successfully removed on these lots. This is where the vast majority of apartments in Central McDougall are located today.

THE ISSUES - Central McDougall

1. Lack of Housing Choices for Families.

86% of the housing units in Central McDougall are in walk-up apartments. There is very little housing for families. Only 8% of the units are single family homes or duplexes, and these are located in areas zoned for walk-up apartments. This provides little incentive to upgrade or renovate these homes.

2. Poorly Maintained Rental Housing.

An overwhelming number, 96%, of households rent. This makes for a large number of absentee landlords, many of whom appear to take little interest in properly maintaining or landscaping their properties.

3. Development of Prince of Wales Armoury Site.

The quality and type of development on this site is critical to the revitalization of Central McDougall. Residents would like to see new housing built for families, as a way to help stabilize their community. So far there has been little redevelopment interest and the land continues to sit vacant.

THE REALITY - Queen Mary Park

Queen Mary Park has more variety in both its residential zoning and the housing options available. A large area around Queen Mary School and the nearby park is zoned for single family homes (RF1). Homes in this area, for the most part, are in good condition with well maintained yards. Side-by-side duplex housing (RF4) is allowed along 109A Avenue on either side of Queen Mary Elementary School.

Most of the apartment zoning in the neighbourhood is south of 106 Avenue and allows low and medium rise apartments. The Dominion Bridge site, located around the Edmonton Cemetery, was rezoned in 1992, and allows a mix of medium and higher density housing, although only medium density apartment condominiums were actually built by the developer.

THE ISSUES - Queen Mary Park

1. Protect Existing Single Family Housing

In order to ensure a variety of housing in Queen Mary Park, the RF1 (Single Family) zoning north of 109 Avenue needs to be protected and retained.

2. Encourage More Medium Density Housing Opportunities

There is no medium density housing, such as row housing available. There may be future opportunities for this south of 105 Avenue beside Glenora Court and between 117 and 119 Streets directly north of the CN lands.

3. Absentee Landowners

Problems with property management and maintenance of rental properties is an issue, as in Central McDougall.

THE ACTION PLAN: HOUSING

Priority Actions

Prince of Wales Armoury Site	1. Develop the Prince of Wales Armoury site according to the Community Objectives approved by Council on November 30, 1993 and further revised by this Plan, and summarized in Table 1.	*Developers, Planning and Development Department, Asset Management and Public Works, Community*
Rezoning of RA7* Properties	2. Change the RA7* (Special Low- Rise Apartment) zoning in Central McDougall to RF1 (Single -Detached Residential) zoning. Map 8 on page 56shows the proposed RF1 zone.	*Planning and Development Department*
Rezoning along 109 Street and 111 Avenue	3. Change the RA7 (Low-Rise Apartment) zoning along portions of 111 Avenue to RF5 (Row Housing) zoning. Map 8 on page 56 shows the proposed RF5 zone.	*Planning and Development Department*
RF1 Zoning in Queen Mary Park	4. Retain the existing RF1 (Single-Detached Residential) zoning in Queen Mary Park, as shown in Map 9 on page 57.	*Planning and Development Department*
Secondary Suites	5. Allow existing secondary suites in the proposed RF1 zone in Central McDougall that were issued a development permit prior to the adoption of this plan to continue operating as a source of affordable housing.	*Planning and Development Department*
Information on Minimum Property Standards	6. Distribute information summarizing all the regulations, codes and bylaws that relate to minimum standards in housing to those property owners and managers with poorly maintained buildings.	*Community, Planning and Development Department, Community Services Department*
Partnerships to Renovate Housing	7. Pursue partnerships with organizations such as NAIT and the Mennonite Central Committee to renovate older houses at minimal cost.	*Community, Community Organizations*
Upgrading Incentives	8. Work with the Safer Housing Committee, the Safer Cities Initiatives Advisory Committee and the community to develop a package of incentives to upgrade modest, affordable housing.	*Community Services Department, Planning and Development Department, Community*

Penalties	9. Work with Bylaw Enforcement, the Safe Housing Committee and the Safer Cities Initiatives Advisory Committee to develop a strategy to penalize property owners who fail to maintain housing at safe conditions, as determined by the Safe Housing Committee.	*Community Services Department, Planning and Development Department,Community*
Apartment Rating System	10. Work with the owners and managers of rental apartment buildings to develop a rating system and housing registry for rental apartments.	*Community*

Longer Term Actions

Future Rezoning for Medium Density Housing	1. Support future applications to rezone properties along the south side of 105 Avenue between 117 Street and 119 Street for medium density housing.	*Planning and Development Department*
	2. Support future applications to rezone properties along the south side of 105 Avenue between 112 Street and 114 Street for medium density housing at such time as the former CN Lands to the south are developed for housing.	*Planning and Development Department*

TABLE 1
PRINCE OF WALES ARMOURY SITE
REVISED COMMUNITY OBJECTIVES

Approved by Council November 30, 1993 and Further Revised by this Plan

FAMILY HOUSING

1. Develop low and medium density family-oriented housing as the primary land use on the Prince of Wales Armoury site.
2. Ensure, as a minimum, that the west side of the site is developed for family housing. No other uses are allowed on the west side of the site. Low and medium density family housing may also be developed on the east side of the Armoury site.
3. Provide a mix of housing types on the site, including the following:
    a) single detached housing
    b) semi-detached housing
    c) duplex housing
    d) linked housing, tri/fourplex housing; and,
    e) row housing.
4. Designate up to 25% of the vacant land on the Armoury site for owner-occupied affordable housing opportunities.

SENIORS HOUSING

1. Locate seniors housing on the east side of the Armoury site.
2. Allow a variety of low and medium density self-contained seniors housing options up to a maximum height of a 6 storey apartment building.
3. Restrict seniors housing to include:
    a) self-contained units
    b) an assisted living facility, or
    c) a multi-level facility that includes self-contained units, an assisted living facility and a nursing home component.
4. A nursing home shall only be allowed as part of a multi-level care facility.
5. Ensure that any seniors housing built on the site is designed to complement and fit in with adjacent lower density housing on the west side of the site.

INSTITUTIONAL USES

1. Allow institutional land uses on the east side of the Armoury site, but only if the proposal includes seniors housing as a major part of the development.

COMMERCIAL DEVELOPMENT

1. Support commercial development on the east side of the Armoury site only if it is part of a seniors housing complex, intended primarily for residents living within the complex.

SITE DESIGN AND SAFETY PRINCIPLES

1. Design the site and new development to enhance and complement the historic style and importance of the Prince of Wales Armoury building.
2. Provide ample street and back lane lighting to create a safe environment for residents.
3. Incorporate the principles of defensible space into the overall site design including, but not limited to, the following:
   a) create a sense of ownership for public space;
   b) provide opportunities for residents to easily observe public areas;
   c) integrate the development with the larger community;
   d) avoid large mega-projects with too many units in a given area or building;
   e) design safe pedestrian routes which are not isolated from vehicles; and,
   f) create opportunities for interaction amongst neighbours.
4. Design 105 Street on the Armoury site to provide local access to new residential development only.
5. Ensure that any new residential development is not a separate, walled community isolated from the existing community by incorporating the following design principles:

   a) houses oriented to 106 Street with entryways clearly visible off the street;
   b) boulevards with trees;
   c) back lane access; and,
   d) parking located at the back and no front drive garages.

REVIEW OF DEVELOPMENT PROPOSALS

1. Review rezoning and development permit applications for the Prince of Wales Armoury site with a representative committee of stakeholder groups in Central McDougall.

CRIME PREVENTION AND SAFETY

THE VISION

- *Residents, businesses and people who visit our neighbourhoods feel safe*
- *Our communities are secure, clean and attractive places to live, work, and invest in*
- *Residents, businesses and police work together to reduce crime in a strong spirit of neighbourhood pride and cooperation*

THE REALITY

According to a 1996 audit by the McDougall Foot Patrol, residents and business people do not feel safe walking on local streets, particularly along 107 Avenue. Some of this is due to negative media coverage of isolated incidents, which has helped reinforce the perception that the area is unsafe. The result, according to the study, is that people are reluctant to visit the area or invest in businesses along 107 Avenue.

1996 crime statistics compiled by the police show that the most common crime in these neighbourhoods is property crime. This includes break and enter, theft and mischief. Other concerns are drug trafficking, drug use, assaults and robbery. There have also been complaints about panhandlers and drunks, as well as the presence of "gangs" and large groups of people congregating in convenience stores and arcades late at night and during the day during school hours.

Residents view prostitution as a major concern. While various enforcement programs have helped contain the problem, it still exists, although its incidence varies, depending on the season. The perception of a prostitution problem along 107 Avenue continues to damage the community's image and reinforces the feeling of the area not being a safe one.

THE ISSUES

1. Lack of Community Involvement.

It has been very difficult to overcome apathy by residents and recruit volunteers for community policing programs. Given the demographics in the two neighbourhoods, this is not surprising. Most residents are young, single adults who rent and are transient, most having lived in the neighbourhood for less than two years.

2. Perception That the Area is Unsafe.

There is a perception by residents and others outside the area that the neighbourhoods are unsafe. This has created considerable problems in attracting residents and businesses to locate in the area, as evidenced by the high number of apartment and business vacancies.

3. Shortage of Police officers

Because of budget cut-backs, most police crews are under-staffed, making it difficult to provide an effective level of service.

THE ACTION PLAN: CRIME AND SAFETY

Priority Actions

Application of CPTED Principles	1. Encourage members of the business community, property managers and residents to adopt Crime Prevention Through Environmental Design (CPTED) principles to improve the security of commercial buildings and private residences.	*Community, Planning and Development Department, Edmonton Police Services*
Street Lighting	2. Increase the wattage of street lighting and prune trees, where necessary, to ensure adequate illumination in public areas.	*Asset Management and Public Works*
Apartment Hotline	3. Continue to advertise and use the Apartment Hotline provided by the police so that landlords and tenants can share information on problem tenants, or request information on landlord/tenant disputes.	*Community, Edmonton Police Services*

Safety Audits	4. Implement safety audits of problems areas in each community.	*Community, Edmonton Police Services*
Improve Communication	5. Continue community events involving the Neighbourhood Foot Patrol Office such as public forums, the mentorship program, and the annual kids carnival and picnic, to improve communication and awareness of police services, and to resolve safety and security concerns.	*Community, Edmonton Police Services*
Crime Prevention/ Personal Safety Seminars	6. Implement a series of crime prevention/personal safety seminars in public locations to increase public awareness of crime prevention strategies.	*Community, Edmonton Police Services*
Advertisement of Successes	7. Advertise successful crime prevention ventures of the police in monthly newsletters of the Community League, Avenue of Nations Business Association and other local organizations.	*Community Leagues; Avenue of Nations Business Association*
Neighbourhood Watch Program	8. Organize and maintain a Neighbourhood Watch program in Central McDougall and in Queen Mary Park.	*Community, Edmonton Police Services*
HELP Initiative	9. Implement the HELP initiative with the coordination of the Morality Unit of the Police Services Department and community organizations such as Crossroads, Safe House, Kindred House and churches to assist prostitutes to leave the street.	*Community, Edmonton Police Services*
Discouraging Youth Loitering	10. Liaise with businesses, such as arcades and convenience stores, to obtain their cooperation in prohibiting groups of youths from loitering outside their businesses.	*Community, Edmonton Police Services,*

Longer Term Actions

Citizens Patrol	1. Set up a Citizens Patrol so volunteers can participate in the surveillance of problem locations and report any criminal activity to the police.	*Community, Edmonton Police Services*
Community Police Station	2. Establish a community police station in the Central McDougall community to address the needs of the Central McDougall, Queen Mary Park and Boyle Street/ McCauley communities, with foot patrol officers attached to the station.	*Edmonton Police Services*

COMMUNITY DEVELOPMENT

THE VISION

- *All residents feel welcomed and part of the community*
- *Neighbours and businesses work together in a spirit of cooperation to make our communities secure and attractive places to live and work in*
- *Community organizations share information and resources and coordinate the delivery of services to avoid duplication and overlap*
- *Community resources are practical, meet the needs of residents, and are convenient to access through one-stop shopping*

THE REALITY

Central McDougall and Queen Mary Park are home to many new immigrants to the City. The neighbourhoods are a microcosm of the global community with Vietnamese, Chinese, Eritreans, Filipinos, Hispanics and Aboriginals living among more established residents, predominantly of a British, Ukrainian or Polish background.

The cultural diversity of each community is potentially one of its greatest strengths and an important part of its identity. At the same time, this has also created considerable tensions among more established residents and newcomers, who are rapidly changing the "traditional" face of each neighbourhood. There has been little mingling among these two groups. It is often difficult to involve New Canadians in community activities because of cultural and language barriers.

The average household income in these neighbourhoods is below the City average and unemployment is high.

Three agencies serving the immigrant population are located in or near Central McDougall: the Mennonite Centre for Newcomers, Catholic Social Services and Changing Together: A Centre for Immigrant Women. There are also two agencies serving the native population: the Boyle Street Community Services Co-Op and the Native Healing Centre.

THE ISSUES

1. Cultural Differences

A large number of New Canadians have settled in the area, bringing with them different backgrounds, traditions and values. This has created considerable conflict among the original, and more established, residents, as well as among different ethnic groups themselves. There has not been any forum to bring these groups together.

2. Lack of Participation in the Community

There is a large number of young, single renters in each neighbourhood who don't tend to stay in the community very long. This, along with cultural and language barriers of new Canadians, makes it very difficult to interest and recruit volunteers in community issues.

3. Lack of Coordination of Resources

Both communities are well served by government, community agencies, and informal groups providing a myriad of services. However, many people are not aware of the services available. There is no central clearing house for information on where to go for help. As well, there does not appear to be any mechanism for social service and immigrant -serving agencies to share information and resources.

THE ACTION PLAN: COMMUNITY DEVELOPMENT

Priority Actions

Welcoming Committee	1. Establish a "Welcoming Committee" to inform newcomers about the community and the services available.	*Community, Community Organizations*
Community Integration and Community Building	2. Promote community pride in the unique character of the area by celebrating the history and multicultural diversity of each neighbourhood through cultural and other events.	*Community, Community Organizations, Avenue of Nations Business Association*
"Friends of the Grads" Committee	3. Establish a "Friends of the Grads" committee to raise funds so that a statue of the Edmonton Women's Grads Basketball Team can be erected in front of McDougall School commemorating their numerous achievements.	*Central McDougall Community League, McDougall School, Community Services*

Umbrella Organization for Social Service Agencies	4. Create an umbrella organization so that local agencies serving the immigrant and aboriginal population can better share information and resources.	*Department Community Organizations, Community Services Department*
Cultural Leadership Association	5. Create a cross cultural leadership association that brings the different ethnic groups together to discuss mutual concerns and to better share information.	*Community Organizations, Community Services Department*
Community Resources Directory	6. Promote the Community Resources Directory to residents and community organizations and update on an annual basis.	*Community Organizations*
Sharing of Information by Community Organizations	7. Share information among community organizations by ensuring local groups are on their mailing lists and local events are advertised in various community newsletters.	*Community Organizations*
Local Employment Opportunities	8. Post a job board at the Avenue of Nations office and other social service community agencies advertising local job opportunities.	*Avenue of Nations Business Association*

Longer Term Actions

Information and Referral Centre	1. Develop an information and referral centre, preferably in a visible location along 107 Avenue, for one-stop shopping on services provided by community organizations and government departments.	*Community Organizations, Community Services Department*
Head Start Program	2. Investigate and initiate, where appropriate, the establishment of a Head Start program in local schools.	*Community, Schools*

PARKS AND RECREATION

THE VISION

- *Well-developed, multi-purpose parks that allow a variety of recreational activities*
- *Community League halls that are fully used and function as neighbourhood gathering places*
- *Parks that are safely accessible and within easy walking distance*
- *Partnerships and joint use of facilities to deliver recreation programs*
- *Recreation programs for children, young adults and seniors*
- *Recreation programs that are accessible to low-income people and families*

THE REALITY

Central McDougall has a total of 13.43 hectares of parks and open space. This includes two school sites (McDougall Elementary/Junior High School, and Victoria School), the Centre for Education, the Community League site, and two small passive parks.

Queen Mary Park has a total of 12.62 hectares of parks and open space. This includes three school sites (Queen Mary Park Elementary, St. Catherine Elementary/Junior High, and St. Joseph's Senior High), the Community League site, the airport clear zone, one passive park (Queen Mary Park) and the 119 Street Linear Park.

The parks and schools in both neighbourhoods provide a variety of recreational opportunities. There are soccer pitches, football fields, baseball diamonds, gymnasiums, playgrounds, wading pools, picnic and barbecue facilities, tennis courts, and running tracks.

Other parks and recreation facilities located within the vicinity of the two neighbourhoods, include: Grant MacEwan Centre for Sport and Wellness, Lions Senior Citizen's Recreation Centre, Prince Rupert Airway Park, and the Oliver ice arena and outdoor pool.

The Community Services Department works with the local schools and Community Leagues to provide recreational programs for children in the two neighbourhoods. Grant MacEwan Community College has an active community outreach program and has also been working with local schools to offer recreation programs.

Recent improvements to parks and recreation facilities in Central McDougall and Queen Mary Park include: Central McDougall Community League park site, Prince of Wales Armoury park site, and Queen Mary Park Elementary School playground. The Queen Mary Park Community League has also just completed the construction of a new community league hall.

Map #7, on the next page, shows the Parks, Open Space and Recreation Facilities in Central McDougall and Queen Mary Park.

THE ISSUES

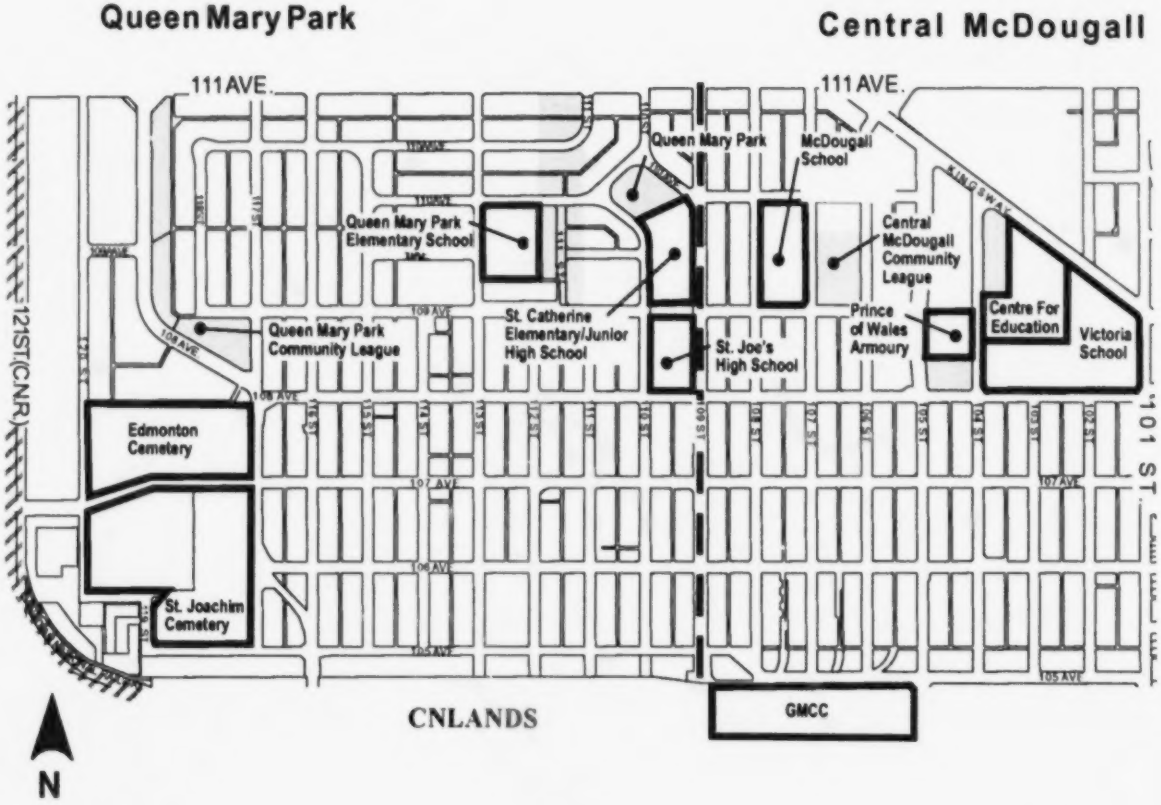
1. Distribution of Park Space

There is no park space located south of 107 Avenue in either Central McDougall or Queen Mary Park. This is a problem given the large number of apartment buildings, including The Pointe, which has 345 units, located south of 107 Avenue and the significant number of children living in these apartments. Residents and mothers with young children must cross 107 Avenue, a busy arterial, in order to get to parks and playgrounds.

2. Limited Municipal Budgets

The City has limited funds available to buy, develop, and maintain parkland in older mature neighbourhoods. Budgets are used largely to maintain existing parks and recreation facilities and to provide programming.

Map 7 – Parks, Open Space and Recreation Facilities



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THE ACTION PLAN: PARKS AND RECREATION

Priority Actions

Recreational Needs Assessment	1. Undertake a recreational needs assessment for Central McDougall.	*Central McDougall Community League, Community Services Department*
Opportunities for Informal Recreation	2. Investigate the development of facilities for unprogrammed, informal recreation for youths. For example, an asphalt pad could be used in summer for casual games of basketball or ball hockey and in winter, it could be flooded for hockey or skating.	*Community Leagues, Community Services Department*
Reconstruction of Central McDougall Community League Hall	3. Conduct a needs assessment to determine future uses of the Central McDougall Community Hall and financing options, prior to its reconstruction.	*Central McDougall Community League, Community Services Department*
Park Land on Former CN Lands	4. Develop land for parks on the former Canadian National Lands between 111 Street and 114 Street, in accordance with the Oliver Area Redevelopment Plan approved in 1997.	*Community Services Department*
Two Small Parks	5. Acquire land and develop 2 small, passive parks south of 107 Avenue, one in Central McDougall and one in Queen Mary Park, with funding from private donors or charitable foundations. Funding should include the establishment of a maintenance trust fund.	*Community, Community Services Department*
Recreation Programs for Children	6. Continue working with the schools in Central McDougall and Queen Mary Park to provide recreation programming for children.	*Community Services Department, Schools*
Use of GMCC Recreation Facilities	7. Continue to work with Grant MacEwan Community College to provide recreational opportunities for school children and residents.	*Grant MacEwan College, Community Leagues*
New GMCC Recreation Facilities, CN Lands	8. Encourage Grant MacEwan Community College to develop sports fields and recreation facilities on their vacant lands to the west of 109 Street and to allow community use of these facilities.	*Grant MacEwan College, Community Services Department*
Use of Central Lions Seniors Centre	9. Work with the Central Lions Senior Citizens Recreation Centre to provide recreation programs to local seniors.	*Community Services Department, Central Lions Senior Citizens Centre*

Partnerships with Boyle Street Co-op	10. Pursue partnerships with the Boyle Street Community Services Co-op to deliver recreation programs to the community.	*Community Services Department, Boyle Street Co-op*
Involvement of New Canadians	11. Increase efforts to inform and involve New Canadians in local recreation programs.	*Community Leagues, Community Services Department*
Ethnic Programming	12. Develop recreation programs that feature ethnic arts, culture, and dance.	*Community Leagues, Community Services Department*

INDUSTRIAL LANDS

THE VISION

- *A vital and stable industrial area with a mix of small to medium size light industrial, office and commercial businesses*
- *An upgraded, safe and attractively landscaped industrial area with good accessibility to the downtown and the City*
- *An area that has adequate parking for customers and employees*

THE REALITY

The industrial lands in Central McDougall and Queen Mary Park stretch across the southern part of the two neighbourhoods from 101 Street to 121 Street between 105 and 106 Avenues. There is also another industrial area located on the west side of Queen Mary Park between 107 Avenue and 111 Avenue, and 119 Street and 121 Street.

This plan focuses on the industrial area between 105 and 106 Avenues. The future of these lands has remained somewhat uncertain since the last Area Redevelopment Plans were prepared.

The 1982 Central McDougall Plan designated two sub-areas in the industrial lands as "special study areas" because of disagreements about the desired future development. The study for one of these areas – the Medium Industrial (IM) area – was never completed.

The 1985 Queen Mary Park Plan also called for a special planning study for the industrial lands south of 106 Avenue in that neighbourhood upon the approval of final land use districts for the CN Lands.

The area south of 106 Avenue began developing as an industrial and warehousing area with the opening of the CNR railyards in 1912. The four storey, brick A. MacDonald warehouse, at 10128 105 Avenue, dates back to this early period of development. Up to the 1950's, the area was characterized by medium and heavy industrial uses, many of which required proximity to rail service. This area had numerous foundries, including Dominion Bridge, as well as dairies, breweries and lumber yards.

Today, the industrial area south of 106 Avenue is characterized by light industrial and commercial uses. While there are vacant and underutilized or obsolete buildings and properties, particularly east of 105 Street, this is still a relatively vital industrial area that provides jobs and generates tax revenues. The Planning

and Development Department has received more than 140 applications for development permits in this area over the last four years. The area has an important function as a central location for many "city-serving" industries and businesses as well as those that compliment or support downtown businesses.

The top types of businesses (1996) in the Central McDougall / Queen Mary Park industrial area are:

- Wholesaler/Retail Merchant
- Automobile Repairs
- Engineering/Consultants
- Manufacturers/Processors
- Insurance/Manufacturer's Agents.
- Printing/Photography
- Contractor
- Laboratories
- Restaurants

The industrial area includes two major public utilities: Northwestern Utilities (112 Street) and the Edmonton Power Victoria Sub-Station (104 Street).

Part of the Queen Mary Park industrial area has been redeveloped for medium density apartment housing. The Pointe, on the former Dominion Bridge site, located at 120 Street and 107 Avenue, was developed in 1993 and has 345 units. Glenora Court, at 119 Street and 106 Avenue, was developed in 1994 and has 132 units.

A survey of the businesses in the industrial transition area was conducted in the summer of 1996 as part of the process of preparing this plan. Thirty-three businesses were interviewed and 39 additional businesses completed a questionnaire. Key results of the survey are as follows:

- The industrial area is relatively stable – 71% of the total businesses surveyed have been in the area over five years; 89% indicated they do not have plans to relocate; 30% plan to expand.
- Central location, accessibility to suppliers and customers, and reasonable rents are key factors in their decision to locate here. The small sizes of property and buildings also allow independent entrepreneurs to own their own property.
- Most of the businesses are small to medium size: 54% of those surveyed had less than 10 employees; 24% had between 10 and 20 employees.
- Concerns of the businesses are on-street parking, crime, and neighbourhood appearance; 21% had no problems with the area.
- The businesses surveyed said they would like to see more retail/commercial development, restaurants and light industrial/service industries in the area.

THE ISSUES

1. Obsolete IM and IH Industrial Zoning

A large part of the industrial area in Central McDougall is still zoned for medium industrial uses (IM). Queen Mary Park also has some properties south of 106 Avenue zoned for medium (IM) and heavy (IH) industrial uses. This zoning is no longer appropriate given the removal of the railway tracks and the redevelopment of the nearby CN lands for commercial and residential uses. The IH and IM zoning is also fairly restrictive in terms of the number and types of uses it allows, making it difficult for property owners to develop their property or find tenants.

2. No Demand for High-Rise, High Density Commercial Development

The Commercial Office (CO) zone and four variations of the Commercial Mixed Use (CMX) zone were applied by the 1982 plan and a subsequent special study to properties in the Central McDougall industrial area between 101 Street and 105 Street. This zoning, which was applied during a boomtime economy, anticipated that a strong market for office development would spill over from the downtown into this area.

Both the CO zone and CMX zone allow high-rise, high density commercial development. The market for this has not materialized since the zoning was put in place, nor is it likely to do so, and much of these properties remain vacant.

3. Limited Potential for Housing Redevelopment

The community would like to see parts of the industrial lands redeveloped for family-oriented, owner-occupied housing. Recent attempts to pre-sell and build housing in the Central McDougall industrial area suggest that there is a very limited market for housing in this area. Recent proposals for high-rise luxury condominiums, row-housing with ground floor commercial, or an assisted living project have not been successful.

The development of two casinos in the area, ABS and Baccarat, along with the general lack of amenities, contributes to making the vacant lands between 102 Street and 104 Street unattractive for residential development. Council's recent decision not to require housing on the adjacent CN lands between 101 and 105 Street will also make it harder to develop housing to the north.

The new Grant MacEwan Community College City Centre Campus has not generated a demand for new housing in the immediate vicinity as anticipated. This is partly because there is already plenty of affordable rental apartments in Central McDougall, Queen Mary Park and Oliver. As well, the college has found most of their students are older and own homes elsewhere in the City, or are living at home with their parents.

The development of The Pointe and Glenora Court projects on former industrial lands in Queen Mary Park west of 116 Street, indicates there may be some opportunities for building additional housing in that area.

There may also be some future opportunities to build housing along the south side of 105 Avenue between 111 and 114 Streets when housing on the adjacent CN Lands is built.

4. Difficult North/South Access

North-south access to the industrial area between 105 Avenue and 106 Avenue is currently limited to 101 Street, 105 Street, 109 Street, and 116 Street.

The low clearances afforded by the 109 Street tunnel and the 101 Street rail overpass makes it difficult for semi-trailer trucks to access the Central McDougall and Queen Mary Park industrial area by these routes.

Businesses and property-owners in the industrial area have expressed a need for additional north-south routes across the CN Lands. The communities of Central McDougall and Queen Mary Park are concerned that this would result in more traffic shortcutting through their neighbourhoods.

5. On-Street Parking

Development of the Grant MacEwan Community College City Centre campus has resulted in widespread on-street parking in the surrounding area, making it difficult for customers to find parking near local businesses. The problem has been aggravated by the fact that many of the employees of these businesses have traditionally parked their vehicles on the street all day. Further east, between 102 Street and 104 Street, there is a problem with downtown commuters parking all day on the streets.

The Transportation and Streets Department conducted a Parking Study in 1993 for the Central McDougall industrial area, located between 101 and 109 Streets and 105 and 106 Avenues. A public meeting was held to review various options for regulating parking in this area. New two hour parking restrictions have now been implemented between 105 and 109 Streets. Parking is also now allowed along the south side of 105 Avenue behind the College.

6. Quality and Appearance of Area

The community and some business and property-owners have said they would like to see the quality and appearance of the industrial area improved. Suggestions include new roads and sidewalks, screening of storage and parking areas, upgraded landscaping, litter receptacles, and improved street lighting.

THE ACTION PLAN: Industrial Lands

Priority Actions

West Side of 101 Street	**1.** Rezone the properties along the west side of 101 Street, between 105 Avenue and 108 Avenue, from CMX (Commercial Mixed Use) zoning to CB2 (General Business) zoning.	*Planning and Development Department*
Central McDougall Industrial Area, 101 to 105 Street	**2.** Rezone the area bounded by the lane west of 101 Street and the lane east of 105 Street, between 105 Avenue and 106 Avenue, from CMX (Commercial Mixed Use) and CO (Commercial Office) zoning to DC5 zoning, which allows general industrial, commercial office and general business uses.	*Planning and Development Department*
Central McDougall Industrial Area, 105 Street to 109 Street	**3.** Rezone the area bounded by the lane east of 109 Street and by 105 Street, between 105 Avenue and 106 Avenue, from IM (Medium Industrial) zoning to DC5 zoning, allowing general industrial, commercial office and general business uses.	*Planning and Development Department*
Queen Mary Park Industrial Area, 109 Street to 116 Street	**4.** Maintain the area bounded by 109 Street and 116 Street, between 105 Avenue and 106 Avenue, as an area for general industrial, commercial office and general business uses, with DC5 zoning.	*Planning and Development Department*
Queen Mary Park Industrial Area, 117 Street to 119 Street	**5.** Rezone the area along the south side of 105 Avenue, between 117 Street and 119 Street, from IH (Heavy Industrial) zoning to DC5 zoning, allowing general industrial, commercial office and general business uses.	*Planning and Development Department*
Interim Use of Vacant Lands	**6.** Consider the use of vacant industrial lands for community gardens, subject to environmental suitability.	*Community, Industrial Property - Owners*

Longer Term Actions

Future Rezoning for Medium Density Housing	1. Support future applications to rezone and develop the south side of 105 Avenue between 117 and 119 Streets for medium density residential uses.	*Planning and Development Department*
Future Rezoning for Medium Density Housing	2. Support future applications to rezone and develop the south side of 105 Avenue between 111 and 114 Streets for medium density residential uses, when the former CN lands to the south are developed for housing.	*Planning and Development Department*

107 AVENUE BUSINESS REVITALIZATION

THE VISION

- *An economically vibrant commercial area*
- *An area with an international flavor that features unique ethnic restaurants and shops and attracts people from all over the City*
- *Businesses that meet the needs of local residents*
- *Businesses that demonstrate civic pride and contribute to the community*
- *An area that is safe, clean and attractive, with well maintained sidewalks and roads*

THE REALITY

107 Avenue is the local commercial strip that runs through the neighbourhoods of Central McDougall and Queen Mary Park. It is also a major east-west arterial. The Avenue has a mix of retail stores and restaurants, car sales lots, and office buildings, as well as low-rise apartments.

107 Avenue is part of the Avenue of Nations Business Revitalization Zone, that extends from 116 Street to 95 Street and includes Chinatown North and Little Italy. It was established in November 1991, with their mission to achieve:

"A safe and vibrant multicultural showcase in the heart of Edmonton designed to attract business, citizens and tourists to a smorgasbord of shopping and cultural experiences. A proud community, businesses and residents together, building on its strengths and cultural diversity."

The Avenue of Nations Business Association has developed a Three-Year Strategic Plan, from 1995 to 1998. In March 1995, they adopted Design Guidelines, prepared with the Planning and Development Department, and have formed a Design Review Committee to review development applications in the area.

In the summer of 1997, the City of Edmonton re-paved 107 Avenue and constructed new sidewalks and curbs between 109 Street and 116 Street. Trees have also been planted along the boulevards, the light poles painted, and flagpoles erected at the 109 Street and 116 Street intersections. These improvements were financed by the City's Capital Budget for roadway rehabilitation and by a local improvement levy assessed against benefiting property owners.

THE ISSUES

1. Roadway and Sidewalks in Poor Repair

107 Avenue is a heavily used arterial and needs repaving. The sidewalks and curbs are also in poor repair in certain stretches. This contributes to a poor image for this commercial strip.

2. Lack of a Distinctive Character

The buildings and the businesses along 107 Avenue, for the most part, currently lack a distinctive theme or character that might draw customers to the area's businesses.

3. Litter

Standard concrete waste receptacles are provided along the Avenue. However, litter on the boulevards and sidewalks is a problem that contributes to the unattractive appearance of the 107 Avenue commercial area.

4. Crime and Safety

The community and businesses have successfully worked together with the Edmonton Police Services to discourage prostitution and reduce crime along 107 Avenue and in Central McDougall and Queen Mary Park. However, residents and prospective building tenants are still concerned about the safety and security of the area.

5. Gaps in Commercial Continuity

There are gaps in the continuity of the commercial uses along 107 Avenue. These gaps, along with interruptions by numerous driveways and front yard parking lots, make it difficult to develop the Avenue as a pedestrian-oriented shopping area.

THE ACTION PLAN: Business Revitalization

Priority Actions

Business Development Plan	1. Prepare and implement a business development plan for attracting new businesses to 107 Avenue.	*Avenue of Nations Business Association, Planning and Development Department*
Meeting Local Needs	2. Survey residents of Central McDougall and Queen Mary Park about the type of stores and services they need as part of the task of preparing a business development plan for 107 Avenue.	*Avenue of Nations Business Association*

Arts and Cultural Organizations	3. Investigate ways to encourage arts and cultural organizations to locate on 107 Avenue.	*Avenue of Nations Business Association*
Marketing Strategy	4. Develop a marketing strategy for 107 Avenue that includes the following actions: a) publication of a community business newspaper; b) special events, a festival, or a parade held in association with Heritage Days; c) arts and cultural activities; and d) discount coupon booklet to encourage residents in the neighbourhood to shop locally.	*Avenue of Nations Business Association, Planning and Development Department*
Partnerships	5. Pursue partnerships with cultural groups, service clubs, educational facilities and professional associations in its efforts to revitalize 107 Avenue.	*Avenue of Nations Business Association*
Practical and Low Cost Initiatives	6. Seek out practical and low cost solutions where possible to achieve the revitalization of 107 Avenue.	*Avenue of Nations Business Association*
Pedestrian-Oriented Retail Precinct	7. Focus on the development of 107 Avenue between 101 Street and 109 Street as a pedestrian-oriented retail precinct.	*Avenue of Nations Business Association, Planning and Development Department*
Streetscape Improvements to 107 Avenue	8. Undertake roadway, sidewalk and streetscape improvements to 107 Avenue between 101 and 109 Streets in 1999.	*Transportation and Streets, Planning and Development Departments*
Street and Sidewalk Cleaning	9. Work with businesses to improve the cleanliness of the sidewalks and street along 107 Avenue.	*Avenue of Nations Business Association*
Building Facades	10. Promote the development of culturally-themed storefronts in accordance with the Avenue of Nations Design Guidelines.	*Avenue of Nations Business Association, Planning and Development Department*
Street Furniture	11. Install culturally-themed street furniture, funded through a local improvement levy, along 107 Avenue.	*Avenue of Nations Business Association, Planning and Development Department*
Street Lighting	12. Work with Epcor to improve streetlighting along 107 Avenue.	*Avenue of Nations Business Association, Epcor*
Police Patrols	13. Provide foot and bicycle patrols along 107 Avenue.	*Edmonton Police Services*

TRANSPORTATION

THE VISION

- *Quiet neighbourhoods with local traffic on internal roads and through traffic channelled to arterials on the edge of the neighbourhoods*
- *Safe pedestrian and bicycle routes*
- *Good public transit service with access to major destinations in other parts of the City*
- *Commuter on-street parking is eliminated*
- *No speeding traffic around schools*

THE REALITY

Both neighbourhoods are surrounded by heavily used arterial roads and have roads with considerable traffic within their neighbourhoods.

The designated arterial roads in Central McDougall and Queen Mary Park are:

a) 101 Street;
b) 109 Street;
c) 116 Street, south of 108 Avenue, connecting to 119 Street;
d) Kingsway Avenue;
e) 107 Avenue;
f) 111 Avenue;
g) 105 Street, south of 107 Avenue;
h) 108 Avenue, between 116 Street and 117 Street;
i) 117 Street, between 106 Avenue and 108 Avenue;
j) 119 Street; and
k) 106 Avenue.

The designated collector roads are:

a) 116 Street, north of 108 Avenue; and
b) 105 Avenue, between 101 Street and 116 Street.

Major bus routes are located on: 101 Street, 109 Street, 107 Avenue, Kingsway and 111 Avenue.

Three potential future routes for LRT to the north run through the Central McDougall neighbourhood. One route is along 104 Street, between 105 Avenue and Kingsway Avenue. The second route is along 105 Avenue to 109 Street and then up 109 Street to 111 Avenue. The third route is north along 105 Street, east on 108 Avenue, and then north on 104 Street.

In November 1995, Council approved new parking restrictions for the area behind Grant MacEwan Community College. On- street parking is limited to one hour between 8:00 a.m. and 6:00 p.m., Monday through Saturday.

THE ISSUES

1. North-South Pedestrian and Car Access

Pedestrian and car access across the former CN Lands to the two neighbourhoods is limited. The 101 Street railway underpass and the 109 Street tunnel, with their limited height clearances, act both as physical and visual barriers to traffic. Currently, there is no left turn permitted on 104 Avenue at 105 Street. The two lane 109 Street "rathole" is a bottleneck in the city's north-south arterial system.

2. Traffic Shortcutting

There are problems with traffic shortcutting through Central McDougall along 106 Street and 108 Street, and through both Central McDougall and Queen Mary Park along 108 Avenue.

3. Non-Resident On-Street Parking

Commuters, employees and customers of Kingsway Professional Centre and Kingsway Garden Mall are parking on residential streets north of 110 Avenue in Central McDougall.

4. High Traffic Volumes on 116 Street and 117 Street

There are high volumes of non-local traffic using 116 Street and 117 Street, north of 108 Avenue.

5. Speeding Around Schools

The speed of vehicles around the schools in Central McDougall and Queen Mary Park is a concern.

THE ACTION PLAN: Transportation

Priority Actions

Traffic Plan - Central McDougall	1. Complete and implement a Neighbourhood Traffic Plan for Central McDougall that addresses the following issues: a) speed of vehicles around school zones; b) traffic shortcutting along 106 Street and 108 Street; c) access to Kingsway Professional Building and sharpness of westbound left turn at intersection of Kingsway and 111 Avenue; d) lack of eastbound left turn on 104 Avenue at 105 Street; and, e) traffic shortcutting through median at 108 Street and 111 Avenue.	*Transportation and Streets Department, Community*
Traffic Plan - Queen Mary Park	2. Complete and implement a Neighbourhood Traffic Plan for Queen Mary Park that addresses the following issues: a) traffic volumes on 116 Street and 117 Street, north of 108 Avenue; b) traffic shortcutting and speed of vehicles along 108 Avenue; c) traffic shortcutting and speed of vehicles along 113 Street and 116 Streets; d) need for traffic signal at 105 Avenue and 116 Street; e) speed of vehicles around schools; f) safety of traffic southbound on 117 Street changing lanes between 108 Avenue and 107 Avenue; and, g) safety of intersection at 108 Avenue and 116 Street.	*Transportation and Streets Department, Community*
109 Street Tunnel	3. Remove the 109 Street "rathole" tunnel and replace with an at-grade roadway as a top priority to improve north/south traffic capacity and reduce traffic on local roads.	*Transportation and Streets Department*
101 Street CN Railway Underpass	4. Remove the 101 Street underpass between 104 Avenue and 105 Avenue and replace with an at-grade roadway.	*Transportation and Streets Department*
109 Street Widening	5. Widen 109 Street between 105 Avenue and 107 Avenue.	*Transportation and Streets Department*

Longer-Term Actions

Pedestrian Routes Through CN Lands	1. Provide north-south pedestrian access across the CN Lands at: a) 103 Street; b) 106 Street through Grant MacEwan Community College; c) 107 Street through Grant MacEwan Community College; d) 108 Street through Grant MacEwan Community College; and e) 112 Street.	*Transportation and Streets Department*
105 Street Arterial	2. Keep 105 Street closed between 108 Avenue and 110 Avenue, as per Bylaw No. 10953, approved by Council on February 13, 1995.	*Transportation and Streets Department*
North LRT Route	3. Maintain 104 Street as a potential north LRT alignment and ensure any redevelopment of the Prince of Wales Armoury site does not have access from 104 Street.	*Transportation and Streets Department*
105 Avenue	4. Keep 105 Avenue a four lane industrial collector and make improvements to sidewalks and landscape boulevards at major intersections.	*Transportation and Streets Department, Businesses*
Bike Routes	5. Develop the following bicycle routes: a) along the former CNR right-of-way at 121 Street, between 111 Avenue and 105 Avenue; b) along 113 Street from 111 Avenue to 105 Avenue, connecting through the CN Lands to 112 Street and 104 Avenue; c) along 105 Avenue between 113 Street and 119 Street; d) along 106 Avenue between 113 Street and 101 Street; and, e) along 104 Street from Kingsway Avenue to 108 Avenue, along 108 Avenue to 103 Street, along 103 Street to 106 Avenue.	*Transportation and Streets Department*
Infrastructure Improvements - Queen Mary Park	6. Undertake improvements to the infrastructure in Queen Mary Park, in accordance with the Neighbourhood Infrastructure Program.	*Transportation and Streets Department, Planning and Development Department, Asset Management and Public Works*

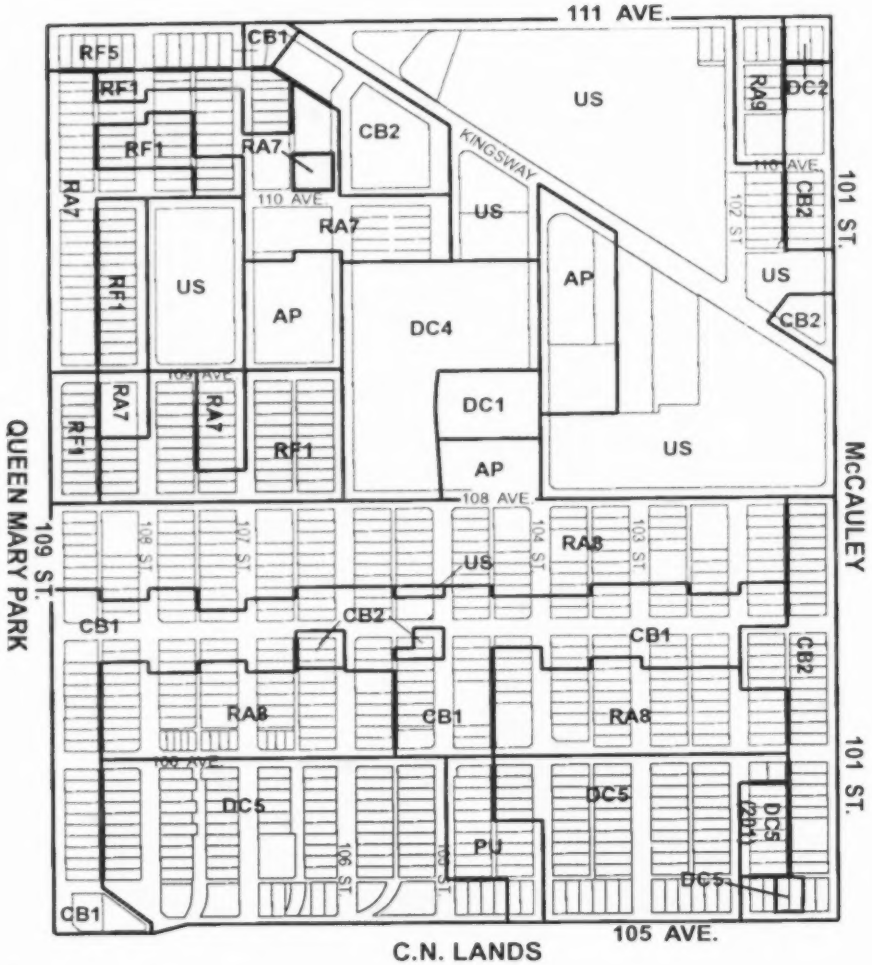
ZONING

The proposed zoning for Central McDougall and Queen Mary Park is shown in **Map #9** and **Map #10**.

The DC5 (Site Specific Development Control) District proposed for parts of the industrial lands in Central McDougall and Queen Mary Park is also contained in this section of the Plan. The DC5 zone for Central McDougall is similar to the DC5(1) zone that covers most of the Queen Mary Park industrial lands.

The DC5 (Site Specific Development Control) District for the Boyle Street Community Services Co-op is also contained in this section. This DC5 District adds "public and private educational uses" and "health services" to the uses and regulations of a CB2 (General Business) District.

Map 8 – Central McDougall - Proposed Zoning



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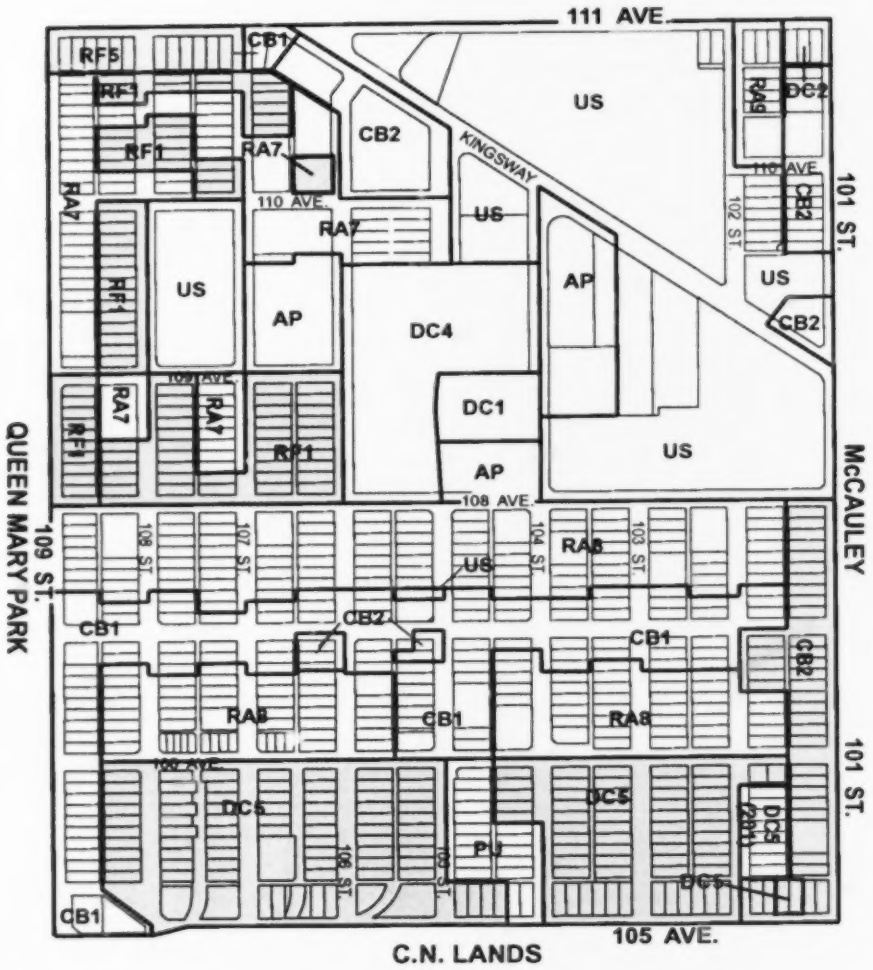
Shading identifies areas where zoning is changing.

OCTOBER, 1997

Zones

RF1	Single Detached Residential	CB1	Low Intensity Business District	AP	Public Parks District
RF5	Row Housing District	CB2	General Business District	DC1	Direct Development Control District
RA7	Low Rise Apartment District	US	Urban Services District	DC2	Comprehensively Planned Development District
RA8	Medium Rise Apartment District	PU	Public Utility District	DC4	Special Public Service District
				DC5	Site Specific Development Control District

Map 8 – Central McDougall - Proposed Zoning



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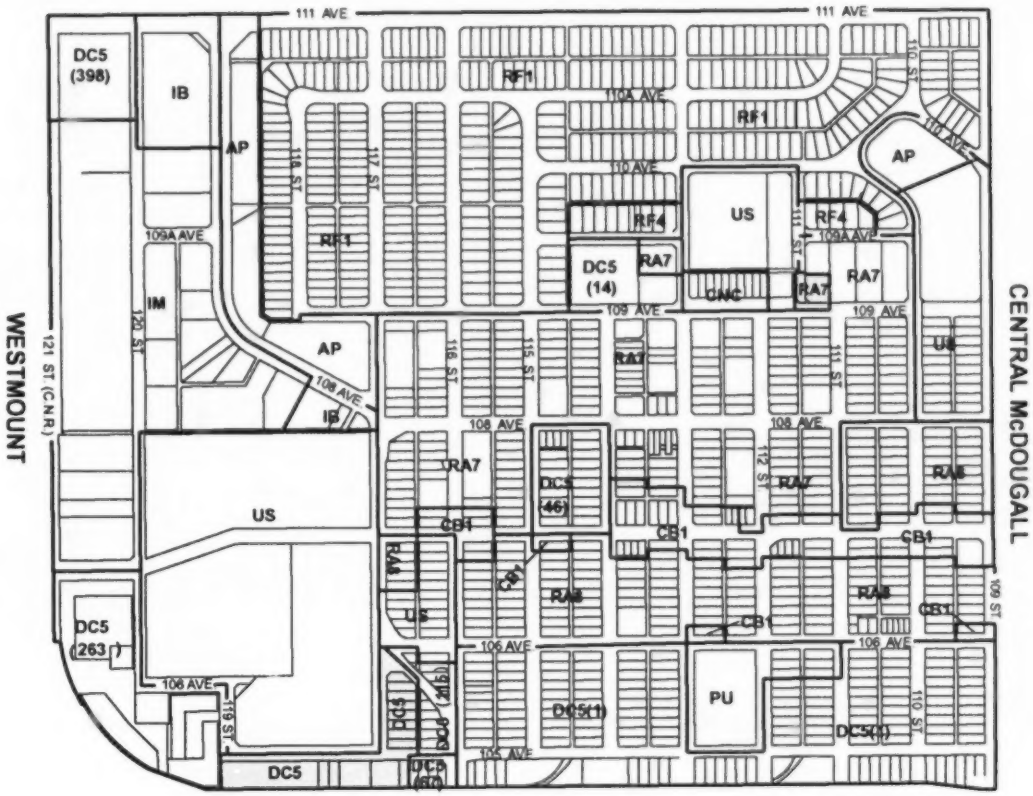
RA7	Low Rise Apartment District	US	Urban Services District	DC2	Comprehensively Planned Development District
RA8	Medium Rise Apartment District	PU	Public Utility District	DC4	Special Public Service District
				DC5	Site Specific Development Control District

Map 9 – Queen Mary Park - Proposed Zoning



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OCTOBER, 1997

Shading identifies where zoning is changing.

Zones

RF1	Single Detached Residential District	IB	Industrial Business District
RF4	Semi Detached Residential District	IM	Medium Industrial District
RA7	Low Rise Apartment District	US	Urban Services District
RA8	Medium Rise Apartment District	PU	Public Utility District
CNC	Neighourhood Convenience Commercial District	AP	Public Parks District
CB1	Low Intensity Business District	DC5	Site Specific Development Control District

IMPLEMENTATION

IMPLEMENTATION SCHEDULE

- *Implementation of the Central McDougall and Queen Mary Park Area Redevelopment Plan will require commitments and resources from residents, various community organizations, local businesses and the City of Edmonton. The Plan promotes partnerships where possible to capitalize on resources and expertise.*
- *The roles and responsibilities of these respective players are briefly summarized below.*

1. Community Leagues and Other Community Organizations

The community has a key role to play in the successful implementation of this Plan. Their biggest challenge is to build a strong volunteer base and work with community organizations to take on, and resolve, a diverse range of community concerns. As residents work together, they are often surprised at their own self reliance, capability and expertise at solving many of their own problems.

The Plan calls for the continued involvement of the community in addressing various housing issues, implementing crime prevention initiatives, coordinating community development actions and providing recreation programs.

2. Avenue of Nations Business Association and Local Businesses

The Plan proposes that the Avenue of Nations Business Association prepare and implement a business development plan and marketing strategy specifically for 107 Avenue. Other actions, which will require the participation of local businesses, include improvements to streetlighting and the cleanliness of the streets and sidewalks, and the installation of culturally-themed street furniture.

3. Grant MacEwan Community College and NAIT

The Plan encourages Grant MacEwan Community College to continue its community outreach efforts in the area of recreational programs. The Plan also encourages Grant MacEwan Community College to develop sports fields and recreation facilities on their vacant lands west of 109 Street and allow community use of those facilities. The Plan proposes that the community work with NAIT and other organizations, such as the Mennonite Central Committee, to purchase, renovate, and resell older single family houses in Central McDougall and Queen Mary Park.

4. The City of Edmonton

The City, through the annual work programs and operating budgets of its various Departments, as well as its 5 year Capital Priorities Plan, will play a significant role in the implementation of the Area Redevelopment Plan.

Most of the civic actions will be implemented in large part over the next 5 years, 1997-2002. Some of the actions proposed in the Plan are already underway. The Community Services Department is now working on a recreational needs assessment for Central McDougall. The Transportation and Streets Department has also been preparing the traffic and parking management plans for both the Central McDougall and Queen Mary Park neighbourhoods concurrently with the preparation of this Plan.

The City Departments that will be involved in implementation and their responsibilities are:

a) **Planning and Development** - amend the Land Use Bylaw to change the zoning in the two neighbourhoods; review development applications for the Prince of Wales Armoury site; assist in the review and updating of a business plan for 107 Avenue and provide urban design services for improvements to 107 Avenue.

b) **Community Services** - undertake a recreational needs assessment for Central McDougall; prepare a needs assessment for the Central McDougall Community League hall; work with local schools to provide recreational programs; assist in the establishment of an Umbrella Organization and an Information and Referral Centre for community services.

c) **Transportation and Streets** - complete and implement traffic management plans for Central McDougall and Queen Mary Park; replace the 109 Street tunnel and 101 Street underpass with at grade roadways; develop pedestrian and bicycle network.

d) **Asset Management and Public Works** - implement roadway and streetscape improvements to 107 Avenue; undertake various actions to improve management and maintenance of rental properties.

e) **Edmonton Police Services** - with the assistance of the community, complete Safety Audits for problem areas; give crime prevention/ personal safety seminars; organize Neighbourhood Watch programs in each neighbourhood; establish a community police station in Central McDougall; provide foot and bicycle patrols along 107 Avenue.

Plan Budget and Financing

Funds to implement the Central McDougall / Queen Mary Park Area Redevelopment Plan will come from the following sources:

- 5 Year Capital Priorities Plan
- Departmental Annual Operating Budgets and Work Programs
- Business Revitalization Zone Levy
- Local Improvement Levy
- Community Fundraising
- Provincial Grants

Most of the actions identified in this Plan will not require additional funding from the City, but can be implemented through existing departmental operating budgets and work programs.

DC5 SITE SPECIFIC DEVELOPMENT CONTROL DISTRICT

For the Industrial Area in Central McDougall and Queen Mary Park

DC5.1 General Purpose

To establish a district that will allow for the continuation and upgrading of general industrial uses while allowing for conversion and redevelopment of obsolete industrial uses to commercial office and general business uses.

DC5.2 Area of Application

Industrial and vacant lands generally located between 102 Street and the lane east of 109 Street, and 105 Avenue and 106 Avenue, **Central McDougall**.

Industrial lands generally located along the east side of 117 Street between 105 and 106 Avenues, and along the south side of 105 Avenue between 117 Street and 119 Street, **Queen Mary Park**.

DC5.3 Uses

(a) Auctioneering Establishments, provided that all goods and equipment to be auctioned are stored and displayed within an enclosed building.

(b) Automotive and Equipment Repair

(c) Automotive and Minor Recreational Vehicle Sales/Rentals.

(d) Broadcasting and Motion Picture Studios.

(e) Business Support Services.

(f) Convenience Retail Stores.

(g) Convenience Vehicle Rentals.

(h) Cremation and Interment Services.

(i) Equipment Rentals, provided that all equipment and goods for rent are contained within an enclosed building.

(j) Fleet Services.

(k) Funeral Services.

(l) Gas Bars.

(m) General Industrial Uses.

(n) Greenhouse and Plant Nurseries.

(o) Health Services.

(p) Indoor Participant Recreation Services.

(q) Limited Contractor Services.

(r) Minor and Major Service Stations.

(s) Minor Eating and Drinking Establishments.

(t) Minor Veterinary Clinics.

(u) Mobile Catering Food Services.

(v) Non-Accessory Parking.

(w) Professional, Financial and Office Support Services.

(z) Rapid Drive Through Services.

(aa) Recycling Depots.

(bb) Religious Assembly, excluding rectories, manses, dormitories, convents, monastaries, and other residential buildings.

(cc) Vehicle Body Repair and Paint Shops.

(dd) Warehouse Sales.

DC5.4 Development Criteria

(a) The maximum floor area ratio shall be 3.0.

(b) A minimum yard with an average depth of not less than 3 m (9.8 ft.) shall be required where a site abuts a public roadway, other than a lane, except that no yard shall be required for that portion of an existing building which abuts the property line. The required minimum yard may be provided through a continuous, uniform building set back, from the property line or through variations in building setback, provided that the yard is not less than 1.0 m (3.28 ft.) at the narrowest point.

(c) In addition to the yard requirements in Clause (b) above, the Development Officer may require an additional setback for that portion of any development which exceeds 14 m (45.93 ft.) in height in order to protect the privacy of development in any adjacent Residential District. The Development Officer shall not require a total setback greater than the height of the building.

(d) No parking, loading, trash collection, outdoor service or display area shall be permitted within a required yard. Loading, storage, and trash collection areas shall be located to the rear or sides of the principal building and shall be screened from the view of adjacent sites and public roadways of light rail transit lines in accordance with the provisions of Section 69.3 of the Land Use Bylaw. If the rear or sides of a site are used for parking, an outdoor service or display area, or both, and abut a Residential District or a lane serving a Residential District, they shall be screened in accordance with the provisions of Section 69.3 of the Land Use Bylaw.

(e) The maximum building height shall not exceed 23 m (75.45 ft) nor 6 storeys.

(f) The following regulations shall apply to Convenience Vehicle Rentals developments:

(i) All storage, display or parking areas shall be hardsurfaced in accordance with Section 67.3 of the Land Use Bylaw.

(ii) All display areas which abut a Residential District or a lane serving a Residential District shall be screened in accordance with the provisions of Section 69.3, Clause (4) of the Land Use Bylaw.

(iii) Lighting for the display areas shall be mounted on lamp standards and no exposed bulbs or strings of lights shall be used.

(g) Automotive and Minor Recreational Vehicle Sales/Rentals shall comply with provisions of this DC5 District for Convenience Vehicle Rentals developments, and the size, location, screening and landscaping of the outdoor vehicular display area shall be subject to the approval of the Development Officer, who shall ensure that development of the site is compatible with the appearance and site design of surrounding developments.

(h) The minimum gross floor area for a Warehouse Sales establishment shall not be less than 1000 sq. m (10,764.2 sq. ft.) unless at least fifty percent of the gross floor area of the establishment is used for warehousing or storage of the goods sold or distributed from the establishment.

(i) Developments in this district shall be evaluated with respect to compliance with the General Development Regulations of Sections 50 to 79, inclusive, of the Land Use Bylaw.

(j) Vehicular Oriented Uses shall be developed in accordance with Section 82 of the Land Use Bylaw.

(k) Signs shall be allowed in this district as provided for in Schedule 79H and in accordance with the general provisions of Sections 79.1 to 79.9, inclusive, of the Land Use Bylaw.

(l) General Industrial Uses must meet the performance standards for the Industrial Business (IB) district, Section 73 of the Land Use Bylaw.

(m) Automotive and Equipment Repair Shops and Vehicle Body Repair and Paint Shops will not be permitted on properties along the south side of 106 Avenue, across from residential uses.

(n) Non-accessory parking lots must provide 2m wide strip of landscaping in front yards.

DC5 SITE SPECIFIC DEVELOPMENT CONTROL DISTRICT

For Boyle Street Community Services Co-Op, 10116 - 105 Avenue

DC5.1 General Purpose

To establish a District for a broad range of general business uses and to allow the continuation of the Boyle Street Community Services Co-Op as a conforming use.

DC5.2 Area of Application

Two lots located on the north side of 105 Avenue, between 101 Street and 102 Street, Central McDougall.

DC5.3 Uses

(a) Alcohol Sales Major and Minor.

(b) Animal Hospitals and Shelters.

(c) Apartment Hotels.

(d) Apartment Housing.

(e) Auctioning Establishments.

(f) Automotive and Equipment Repair Shops.

(g) Automotive/Minor Recreational Vehicle Sales/Rentals.

(h) Broadcasting and Motion Picture Studies.

(i) Business Support Services.

(j) Carnivals.

(k) Child Care Services.

(l) Commercial Schools.

(m) Convenience Vehicle Rentals.

(n) Cremation and Internment Services.

(o) Custom Manufacturing.

(p) Drive-In Food Services.

(q) Equipment Rentals.

(r) Flea Markets.

(s) Fleet Services.

(t) Funeral Services.

(u) Gas Bars.

(v) General Retail Stores.

(w) Government Services.

(x) Greenhouses and Plan Nurseries.

(y) Health Services.

(z) Hotels.

(aa) Household Repair Services.

(bb) Indoor Participant Recreation Services.

(cc) Limited Contractor Services.

(dd) Major and Minor Amusement Establishments.

(ee) Major and Minor Eating and Drinking Establishments.

(ff) Major and Minor Secondhand Stores.

(gg) Major and Minor Service Stations.

(hh) Minor Veterinary Services.

(ii) Mobile Catering Food Services.

(jj) Motels.

(kk) Non-Accessory Parking.

(ll) Outdoor Amusement Establishment.

(mm) Personal Service Shops.

(nn) Professional, Financial, and Office Support Services.

(oo) Private Clubs.

(pp) Private Education Services.

(qq) Public Education Services.

(rr) Rapid Drive - through Vehicle Services.

(ss) Religious Assembly, excluding rectories, manses, dormitories, convents, monasteries, and other residential buildings.

(tt) Recycling Depots

(uu) Residential Sales Centre

(vv) Spectator Entertainment Establishments

(ww) Spectator Sports Establishments

(xx) Truck and Mobile Home Sales/Rentals

(yy) Warehouse Sales

DC5.4 Development Criteria

(a) The Following regulations shall apply to all uses:

(i) the minimum site frontage shall be 30 m (98.42 ft.) unless access is provided from a service road;

(ii) the maximum Floor Area Ratio shall be 3.0;

(iii) a minimum Yard of 4.5 m (14.76 ft.) shall be required where as site abuts a public roadway other than a lane, except:

(iv) where adjacent commercial buildings abut the property line to form a pedestrian-oriented shopping street, no Yard shall be required; and

(v) where there is no vehicular access to the site from the public roadway, the minimum Yard shall be not less than 3 m (9.84);

(b) a minimum Yard of 4.5 m (14.76ft.) shall be required where the rear or side lot line of the site abuts the lot line of a site in a Residential District;

(c) no parking, loading storage, trash collection, outdoor service or display area shall be permitted within a required Yard. Loading, storage and trash collection areas shall be located to the rear or sides of the principal building and shall be screened from view from any adjacent sites, public roadways or Light Rail Transit lines in accordance with the provisions of subsection 69.4 of this Bylaw. If the rear or sides of a site are used for parking, an outdoor service or display area or both, and abut a Residential District or a lane serving a Residential District, such areas shall be screened in accordance with the provisions of subsection 69.4 of this Bylaw;

(d) the maximum building Height shall not exceed 14 m (45.93 ft.) nor 4 storeys, except for Hotel developments and Apartment Hotels; and

(e) Recycled Materials ◡ ,p-off Centres shall be developed in accordance with Section 97 of this Bylaw.

(f) The following regulations shall apply to Automotive and Minor Recreational Vehicle Sales/ Rentals, Convenience Vehicle Rentals and Truck and Mobile Home Sales/Rentals developments:

(i) all storage, display or parking areas shall be hard-surfaced in accordance with Section 67.3 of this Bylaw;

(ii) all display areas which abut a Residential District shall be screened in accordance with the provisions of Section 69.3, Clause (4) of this Bylaw; and

(iii) lighting for the display areas shall be mounted on lamp standards and no exposed bulbs or strings of lights shall be used.

(g) Carnivals shall be developed in accordance with Section 83 of this Bylaw.

(h) The following regulations shall apply to Hotel developments and Apartment Hotels:

(i) the maximum building Height shall be 30 m (98.42 ft.); and

(ii) in addition to the Yard requirements of Section 340.4, clause (3), the Development Officer may require an additional setback for that portion of a hotel which exceeds 14 m (45.93 ft.) in Height in order to protect the amenity and privacy of development in any adjacent Residential District. The Development Officer shall not require a total setback greater than the Height of the building.

(i) The following regulations shall apply to Apartment Housing developments:

(i) Apartment Housing shall be permitted only in buildings where the first storey is used for commercial purposes;

(ii) the housing component shall have access at grade which is separate from the access for the commercial premises;

(iii) where a development contains two or more dwelling units a minimum of 7.5 m2

(iv) the maximum Floor Area ratio of Apartment Housing shall be 1.3.

(j) Residential Sales Centres shall be developed in accordance with Section 95 of this Bylaw.

(k) Major and Minor Alcohol Sales shall be developed in accordance with Section 98 of this Bylaw.

(l) Flea Markets shall be developed in accordance with Section 102 of this Bylaw.

(m) Child Care Services shall be developed in accordance with Section 93 of this Bylaw